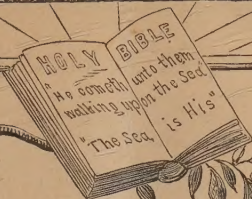


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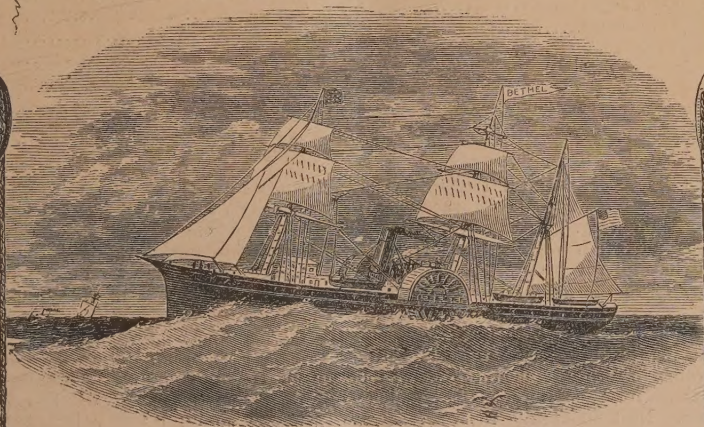
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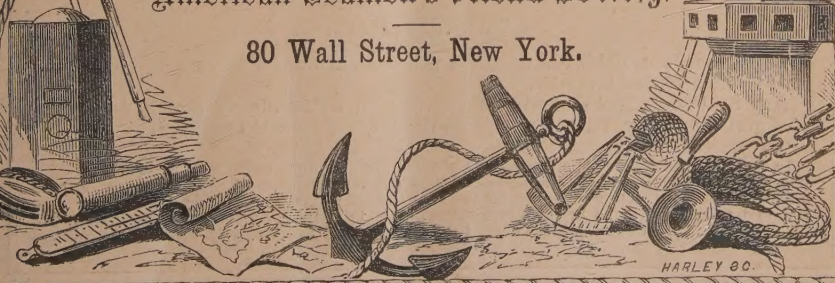
THE
SAILORS' MAGAZINE,
— and —
SEAMEN'S FRIEND



MARCH, 1870.

American Seamen's Friend Society.

80 Wall Street, New York.



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THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND.

THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND, a monthly pamphlet of thirty-two pages, will contain the proceedings of the American Seamen's Friend Society, and its Branches and Auxiliaries, with notices of the labors of local independent Societies, in behalf of Seamen. It will aim to present a general view of the history, nature, the progress and the wants of the SEAMEN'S CAUSE, commending it earnestly to the sympathies, the prayers and the benefactions of all Christian people.

It ispe signed also to furnish interesting reading matter for Seamen, especially such as will tend to their spiritual edification. Important notices to mariners, memoranda of disasters, deaths, &c., will be given. It will contain correspondence and articles from our Foreign Chaplains, and of Chaplains and friends of the cause at home. No field at this time presents more ample material for an interesting periodical. To single subscribers \$1 a year invariably in advance. It will be furnished Life Directors and Life Members gratuitously, *upon an annual request for the same*. POSTAGE in advance—quarterly, at the office of delivery—within the United States, *twelve cents a year*.

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THE LIFE BOAT.

This little sheet, published monthly, will contain brief anecdotes, incidents, and facts relating to Sea Libraries.

Any Sabbath-School that will send us \$20, for a loan library, shall have fifty copies gratis, monthly, for one year, with the postage prepaid by the Society.

In making remittances for subscriptions, always procure a draft on New York, or a *Post Office Money Order*, if possible. Where neither of these can be procured, send the money, *but always in a REGISTERED letter*. The registration fee has been reduced to *fifteen cents*, and the present registration system has been found by the postal authorities to be virtually an absolute protection against losses by mail. All Postmasters are obliged to register letters whenever requested to do so.



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No. 3.

A NAVAL RESERVE—ITS IMPORTANCE.

Our attention has been called to the following article which originally appeared in a recent number of the *Army and Navy Journal*. The writer's eminent official position and long experience at sea enables him to speak intelligently upon the subject, and his views merit consideration. In a private note to us from on shipboard, he asks us to present the matter to our readers. We cheerfully comply with his request.—ED.

Among the first and most important measures, in providing officers and men for a marine, whether national or commercial, is the organization of a good system of instruction for that special service; and all persons, really interested in the navy or merchant service, would do well to work for the establishment of a general system of nautical education.

In 1838 we started a naval apprentice system, which proved a wretched failure through want of proper care. During the war of the rebellion, the law of Congress authorizing the apprentice system was revived, and has again failed because of the singular misconception of the objects of the system.

There is no necessity at this time for giving a detailed account of what a nautical school should be. Suffice it to state here that it should be the starting point for manning the navy properly, and for the creation of a Naval Reserve. The idea is not original with us. During the Crimean war, when some of the finest of England's line-of-battle-ships lay idle at their anchors for want of men, the subject of manning the navy came up in Parliament. After full discussion, a royal commission was appointed to enquire into and report upon the whole subject. In that report, which was probably read at the time by most of our naval officers, particular emphasis was laid upon the plan of bringing boys into the navy, and carefully training them up as seamen. That was in 1854; and England has now about as follows: eight regular training ships for the navy proper; nine naval reserve drill ships; and ten ships used for the training of destitute boys, reformatory school-ships, etc., nearly all of the latter class being old men-of-war loaned to various benevolent institutions for the purpose of having their boys instructed in seamanship. Besides these, there are the two

school-ships for midshipmen; the four gunnery ships; the naval division of the Greenwich Hospitals school, and the ten-gun brigs, on board which the boys from the large school-ships embark for summer cruising, or, leaving out the brigs, forty vessels devoted to the purpose of nautical education alone. With the very remarkable success of the system, every one is familiar who knows anything of the English navy. But the English only copied what the French had had in successful operation years before. The French man-of-war sailor is almost invariably the production of their school of *mousses*, and so far back as 1839, possibly before that time, the French mercantile marine had its "Ecole des Mousses et Novices." But the most important is the "Institution des Ecoles d'Hydrographie," which owes its origin to the celebrated Colbert in 1681, and from which have graduated many of the "capitaines au long cours." Of the "inscription maritime," of the nominal French naval reserve, instituted by the same great genius, but modified by subsequent *decrees*, I say nothing, but I am much mistaken if France would not find her real naval reserve in time of war in the "Messegeries Imperiales," and other great steamship lines.

Notwithstanding all that has been done both in England and France, they are yet paying increased attention to the subject of nautical education in its several branches from the training ships for sailors to the higher navigation schools for those destined to become officers, knowing well that in a large and well-conditioned mercantile marine they have their best naval reserve.

And what have we in our country done for popular nautical education? As a nation—absolutely nothing.

Thanks to Mr. R. B. Forbes, Boston has had for several years past two admirable school-ships, where boys have been thoroughly instructed in the duties of seamen, and New York has followed the example, though slowly, in the school-ship *Mercury*. But this is doing in a very small way, and by private enter-

prise, what should be done on a liberal scale by the General Government, or, at any rate, under Government auspices; and this brings me to a point in which I materially differ with your correspondent before alluded to. If every boy, before admission, is required to produce a certificate of good moral character, our school-ships would never be filled. It is the *gamins*, the little waifs, and strays from the gutters and wharves of our large cities, that would fill these ships, requiring them, of course, to come up to certain physical and mental conditions. All who exhibited any signs of intellectual or bodily weakness should be rejected without hesitation, while those admitted should, according to their age, be fully up to the prescribed standard of height, weight, and girth of chest.

Both in England and France the physical examination for admission is very rigid. In the former country, a boy from 15 to 15½ years old must measure (without shoes) 4 feet 10½ inches in height, and 29 inches around the chest; while the French *mousse*, at the age of 14, must measure 1 metre, 39 centimetres, in height, being about the same standard, allowing for difference of age, as the English. If the introduction of the *gamin* element is seriously objected to, there are three things to be said in reply: 1st. That not all training ships should be alike. Boys admitted to the training ships of the Navy proper should be carefully examined before admission, and none should be taken from the reformatory schools, or who had ever been committed by a magistrate. There are other training ships which should be devoted to this very class of boys, many of whom would eventually find their way into the Navy. 2nd. In every community people gravitate according to their worth. The intelligent and ambitious boys would get ahead in spite of everything, and in time become warrant officers, boatswains, gunners, and first-class petty officers; or, possibly, attain to command in the merchant service. The next grade

would compose the great body of our able seamen, while many of the worst would get weeded out, the remainder forming that class of "ne'er-do-weels," which we fear is inseparable from that sphere of life.

The school, or training ship, and the practice ship cannot be combined in one to advantage. The school-ship should be large, well ventilated, and comfortable, with capacity for the accommodation of 250 or 300 boys without crowding. Our old line-of-battle ships and large frigates make admirable school-ships, affording ample space on their roomy decks for all kinds of drills, such as small arms, great guns, broadswords, etc., etc.; they also have plenty of boats for rowing, an exercise greatly neglected with us. These large school-ships should be moored permanently near some place where the boys could be conveniently landed on certain days of the week for field artillery and battalion drill. They would constitute the fixed abode for the boys, while our small sloops-of-war and brigs, if we have any such left, would be used for summer cruising and for instruction with sails and spars, reefing, leading, steering, etc. Such is the plan which has been for years in operation in the English, French, Spanish—in probably all the European navies.

Seamen brought up in this way do not always, it is admitted, remain in the naval service, but they are not lost to the country. Entering the merchant service, they improve it in proportion to their numbers and the thoroughness of their education, and in times of national emergency, they are the first to volunteer for war service. The same principle, admitted since the rebellion to be perfectly sound, of educating young men at West Point and Annapolis at Government expense, considering that nothing is lost by their drifting into civil life, since they are always available when needed, operates with equal advantage in the case of trained seamen.

The school-ships are, however, but a part of the system for manning the navy and creating a naval re-

serve. We have seen how, by want of care, the experiments of 1838 and 1868 with apprentice boys have been barren of good results. We have not only to get the boys, but we are so to train and discipline them, that they may become thoroughly attached to the service, and so provide for their future that the majority will find their account in remaining in the navy for life. The present Navy Department has wisely adopted certain new measures which will go far toward securing the latter. We have only to go to work to raise up such a class of men as will be *worth keeping*. But even before this we should have in the Navy Department a bureau, or, at least, a branch of a bureau, which shall be especially devoted to the interests of seamen and apprentice boys, *and to nothing else*.

In educating a boy to become a sailor, the object is not simply to teach him to furl a sail or pull an oar, though that is something too, as neither is learned so well at a maturer age; but it is to habituate him to naval discipline as well, and to the artificial life of a seafaring man; to give him, from early youth, those peculiar turns of thought and action which are inseparable from a thorough man-of-war's man; to teach him to take care of, and to keep clean, his own person and clothing; to make and mend his own clothes; to be respectful to those in authority placed over him; to be prompt and unquestioning in his obedience, and perfectly familiar and ready in all his duties, and, with all this, possessed of an attachment for the service which leads him to prefer it to all other employments—nay, to look with contempt upon a landsman and a soldier.

These school-ships need not be for the benefit of the navy alone. There should be four or five of them started at once, and every year, of all those ready for sea, the best boys should be selected for the navy, and the rest sent to the merchant service.

Now, it is very likely that many boys, brought up in this way, would look to something higher, and even aspire to the command of a merchant-

man; and there are many boys of good family who are also anxious to qualify for such positions.

We should have, therefore, as they have in Europe, navigation schools, where young men can be instructed at a mere nominal cost, in navigation, and such other branches as properly belong to the education of a well-qualified shipmaster; and in learning these things, there seems to be no good reason why the students of such schools should not have some naval training. In short, why should not those States having great commercial interests establish State Naval Schools, where young men intended as officers of the mercantile marine could receive a thorough nautical education, with such an infusion of the naval element as would give them sound ideas of discipline, organization, gunnery, steam, etc? It would, unquestionably, make them better officers of merchantships, and, as with us of all countries in the world, the mercantile marine must ever form the naval reserve, both officers and men would, under the system we have indicated, crowd into the navy in time of war, not entirely ignorant of their duties.

L.

NOTE—It may interest some of our naval readers to have a particular account of the number and size of the English training ships. We append a list showing the ratings, number of guns, and particular employment of each. It should be understood that the number of guns carried gives no indication of the size of the ship, as many of them have batteries just large enough for drilling purposes;

NAVAL TRAINING SHIPS FOR BOYS.

Name.	Ton.	Guns.	Station.
Ganges, line-of-battle ship.	2,285	20	Falmouth
Implacable, “	1,882	18	Devonp't
Impregnable, “	2,406	78	“
St. Vincent, “	2,612	26	Portsmouth
Boscawen, “	2,213	20	Portland

TENDERS TO TRAINING SHIPS.

Liberty, sloop, 12, guns, tender to the Ganges.
 Sealark, brig, 8 guns, tender to the Implacable.
 Squirrel, brig, 12 guns, tender to the Impregnable.
 Martin, brig, 10 guns, tender to the St. Vincent.

DRILL SHIPS OF THE ROYAL NAVY RESERVE.

Names.	Ton.	Guns.	Station.
President, frigate.	1,537	31	W.I. Dks Lon
Castor, “	1,293	22	North Shields
Eagle, “	1,723	16	Liverpool
Dædalus, “	1,082	16	Bristol
Trincomalee, “	1,066	16	West Hartlpl
Brilliant, “	954	16	Dundee
Durham, “	1,267	20	Sunderland
Winchester, sloop-of-war,	652 tons,	12 guns,	Aberdeen.
Penelope, double screw, iron-clad,	3,096 tons,	11 guns,	Harwich.

MISCELLANEOUS DRILL SHIPS.

Formidable, first-rate training ship, at Bristol
 Mars, first-rate training ship, on the Tay.
 Indefatigable, fourth-rate, in the Mersey.
 Chichester, fifty guns, frigate, lent as a training ship for destitute boys, in the Thames.
 Akbar, third-rate, Juvenile Reformatory, Liverpool.
 Clarence, second-rate, lent to Ship Reformatory Committee, Liverpool.
 Conway, fourth-rate, lent to Mercantile Marine Service Association.
 Cornwall, Juvenile Reformatory, Purfleet.
 Cumberland, lent to the Clyde Training Ship Association.
 Havana, sixth-rate, Ragged School Ship, Cardiff.
 Southampton, fourth-rate, lent as a training ship at Hull.
 Warspite, fourth-rate, lent to the Marine Society at Woolwich
 Wellesley, fourth-rate, lent to the Training Ship Society, Newcastle-on-Tyne.
 Worcester, fourth-rate, Thames Marine Officers training ship.

FOR VARIOUS PURPOSES IN CONNECTION WITH NAVAL GUNNERY.

Excellent, line-of-battle ship, gunnery ship, at Portsmouth.
 Cambridge, line-of-battle ship, gunnery ship, at Devonport.
 Calcutta, second-rate, experimental gunnery ship, at Portsmouth.
 Foudryant, second-rate, for instruction in Armstrong gun drill, at Devonport.
 Siren, sloop, used for gunnery purposes, Portsmouth.

Finally, we have for the instruction of young officers:

Britania, line-of-battle ship, 115 guns, training ship for naval cadets, at Dartmouth.
 Bristol, screw frigate of 31 guns, practice ship for naval cadets, at Dartmouth.

Hindostan, second-rate, auxiliary to the Britania.

Making a total of forty vessels, of various classes, devoted by England to instruction in seamanship and gunnery.

HOW AMERICA CAME TO BE DISCOVERED.

(From The New York Ledger.)

In the year 1258, a learned Italian named Brunetto Latini, once the tutor of the poet Dante, spent some time in England, and during his stay visited at Oxford the great philosopher of that age, Roger Bacon. From England, Latini wrote letters home to a friend, one of which contains the following most interesting passage:

"Among other things Friar Bacon showed me a black, ugly stone called a magnet, which has the surprising property of drawing iron to it, and upon which if a needle be rubbed, and afterward fastened to a straw, so that it shall swim upon water, the needle will instantly turn toward the pole-star. Therefore, be the night ever so dark, so that neither moon nor star be visible, yet shall the mariner be able by the help of this needle to steer his vessel aright. This discovery, which appears useful in so great a degree to all who travel by sea, must remain concealed until other times; because no master mariner dares to use it, lest he should fall under the supposition of his being a magician; nor would even the sailors venture themselves out to sea under his command, if he took with him an instrument which carries so great an appearance of being constructed under the influence of some infernal spirit. A time may come when these prejudices, which are of such great hindrance to researches into the secrets of nature, will probably be no more; and it will be then that mankind shall reap the benefit of the labors of such learned men as Friar Bacon, and do justice to that industry and intelligence for which he and they now meet with no other return than obloquy and reproach."

The mysterious properties of the magnet, then, as we learn from these sentences, were known to learned men in Europe in 1258. But no one knows who discovered those properties, nor precisely when they were discovered; nor even who first found a natural magnet. The fanciful Greeks used to say that a shepherd, named Magnes, when he was watching his sheep one day on Mount Ida,

noticed that the iron crook at the end of his staff was attracted by a piece of dark-colored stone, found on the mountain, and that this was the reason why the stone came to be called, in the Greek language, *magnes*. We know that both the Greeks and the Romans were aware of the attractive power of the loadstone, and there is reason to believe that the Chinese, long before the Christian era, employed the directing power of the magnetic needle in finding their way across the broad and trackless plains of Asia. The Crusaders, returning from Palestine, in the twelfth century, probably brought some specimens of the magnet home, and with it such knowledge of its properties as Roger Bacon exhibited to his learned friend from Italy.

A needle floating in a straw in a basin of water would have been an awkward instrument to handle in the cabin, of a storm-tossed vessel. I do not believe that the magnetic needle was often used at sea until about the year 1300, when an Italian navigator, named Flavio Gioja, mounted the needle upon a pivot, and inclosed it in a box. We may say, in fact, that he "boxed the compass;" and this is probably the reason why the Italian word for compass is *Bossola*, and the French word *Boussole*, both of which mean box. Flavio Gioja, because he contrived this simple mechanism, is frequently spoken of as the inventor of the compass. It has happened several times since that a man has reaped the chief glory and reward of a great invention who contributed less to it than many others connected with its history, because the little which he added was that which made a long series of discoveries and inventions available for the daily use of man.

Note, then, that the mariner's compass, about the year 1300, was first so constructed that it could be conveniently used on board a vessel at sea. For brevity's sake, we say simply, the mariner's compass was invented A. D. 1300.

Like the other greatest inventions,

the compass came just before it was wanted. There arose during the next century an intense desire in the minds of educated men to know more of the great globe which they inhabited, and particularly of those countries in Asia whence came the spices, drugs, jewels, metals, and fabrics, which were associated in the minds of all with wealth and luxury. At present we do not think much of such things as nutmegs, cinnamon, cloves, allspice, and pepper, because they are cheap and common; but, five hundred years ago, no one but kings, nobles, and great merchants ever saw them, for they were worth their weight in gold; and nothing was too strange to believe of countries that produced commodities so rare and exquisite. The diamonds, too, that glittered in kings' crowns, and sparkled on the diadems of princesses, all came from the mysterious regions of Asia to which a European scarcely ever penetrated. Except the nobles, almost the only rich people in Europe were the merchants who trafficked in the precious things of India; and Venice, whose shipyards employed sixteen thousand men, and whose vessels were seen in every harbor, had grown great by this commerce alone.

About the time of the invention of the compass, the Travels of Marco Polo began to circulate in manuscript from court to court, and from college to college; laying open to the gaze of scholars some of the wonders of China, India, and their adjacent islands. For two hundred years a manuscript copy of this little book was regarded as a precious treasure; and so many copies were produced that almost every old library in Europe of much importance contains to this day a manuscript of Marco Polo. We may judge of its general effect by that which it produced upon Sir John Mandeville, an English knight of ancient lineage, and well versed in the knowledge which Europe then possessed. Such curiosity was enkindled in his mind respecting the wonder-land of the East, that at twenty-seven he left his country, and traversed the whole eastern

world, visiting Egypt, Palestine, Arabia, China, and India; returning to England an old man, after an absence of thirty-four years, to publish his travels, and thus further inflame the curiosity of mankind.

Besides confirming what Marco Polo had recorded of the great wealth of India, and the splendid court of the Grand Khan, he related many things of which Europeans had never previously heard. It was he who first told Christendom of the Egyptians hatching chickens in ovens; of the mode of sending messages by pigeons; and of the manner in which diamonds were found, sorted, and prepared for sale. He described the growth and culture of pepper. It was he also who first wrote of the Car of Jugernaut, and the victims crushed under its wheels, and described the burning of widows on the funeral piles of their husbands. The crocodile, the hippopotamus, the elephant, the giraffe, he had the good fortune to describe to people who had never seen them. In his work Europeans first read of the peculiar customs of the Chinese—the long tails of the men, the little feet of the women, and other strange freaks and fashions now so familiar to all the world.

But the great influence of Mandeville's travels arose from the facts that he confirmed so many of the statements of Marco Polo. The works of both these travellers contained marvels too great even for the credulity of the middle ages; and perhaps, if one had not confirmed the other on some of the most material points, neither could have produced so profound an impression upon the best minds of the time. Mandeville's book, like Marco Polo's, had wonderful currency. Not only were a multitude of copies produced, but many of the copyists, to enhance the value of their product, inserted in the text marvels of their own invention, for which the injured author has had to suffer reproach in modern times. Mandeville was in truth an honest, intelligent man, and when he related what he saw himself he usually spoke the truth, although like Polo he was often led astray.

A century passed. The compass had been invented, and a craving to know more of the world had arisen. But as yet the magnetic needle was little used. Mariners still hugged the shore, and the growing taste for geographical knowledge was still only a barren curiosity. The instrument was ready; who should be the first to use it?

The royal family of Portugal, in the year 1400, John the First being king, was the most enlightened reigning house in Christendom. A Prince of Burgundy was the founder of this royal line, and by intermarriage with some of the best blood in Europe, the virtues of the race had been perpetuated, and several kings superior to their age had reigned. John the First had married Philippa, a noble English Princess, daughter of the stout old warrior John of Gaunt, Duke of Lancaster. Eight children were the fruit of this most fortunate union—more fortunate for mankind even than for Portugal. The king being occupied with war and politics, the care of the education of these children fell to Queen Philippa, who brought them up in the simple, frugal, hardy manner of ancient England and had them instructed in whatever was then considered liberal knowledge. A family could scarcely have been better reared in that generation; for while the father had his sons trained in all manly and warlike arts, this noble English mother was equally solicitous for the improvement of their minds and morals.

It is with two of the sons of John the First and Philippa that the history of America concerns itself—Prince Pedro and Prince Henry. These two royal youths, after winning their knighthood by splendid feats of arms against the Moors in Africa, dedicated their lives and revenues to increasing man's knowledge of the world which he inhabits.

Prince Pedro, in 1416, being then twenty-two years of age, set out with a retinue of twelve knights and squires to make the tour of the known world. Besides traversing the principal countries of Europe, he visited

the Holy Land, and was received as a guest at some of the barbaric courts of Asia. Returning, he made some stay at Venice, where the government paid him the signal compliment of presenting him with a manuscript copy of the travels of Marco Polo, which the Venetians naturally held in the highest estimation. In the course of his tour he visited England, the native country of his mother, where he was received with high honor by Henry the Sixth, and elected a knight of the garter. The Prince spent twelve years in travelling, and then brought home to his brother Henry, not only a rich store of information gathered by himself, but also the priceless treasure of a correct and complete copy of Marco Polo, and several maps of great value.

Prince Henry, meanwhile, had been gaining knowledge in another direction and by other means. Having taken up his abode near that south-western extremity of Portugal which juts out into the Atlantic, pointing toward the Madeiras, and having founded in his own household a school of navigation and geography, furnished with the best maps, books, and apparatus then existing, he sent out small vessels every summer to explore the coast of Africa, and find out what there was beyond the country of the Moors. The dangers which his captains had to encounter were all the more terrific from being imaginary. The sailors of that superstitious age supposed that in the southern seas the temperature grew hotter and hotter until the ocean boiled, and that if any one should be audacious enough to sail into the torrid zone, he would arrive ere long at the fiery mouth of hell, in which his ship would be helplessly engulfed. But the valiant navigators who sailed under the orders of Prince Henry gradually conquered these terrors, and pushed their way down the coast of Africa, sure of abundant honor and reward if they returned after having gone only a few leagues further than any one had gone before.

For forty-five years this generous Prince continued to employ a great

part of his revenues in these voyages of discovery. Wonderful results followed, even in his own lifetime. The Canaries, Madeiras, Azores, and Cape Verde Islands, were discovered or rediscovered, and several of them were colonized. Madeira in particular, and its neighbor, Porto Santo, were settled; and those vines were planted from which afterward the Madeira wine was produced that was so highly esteemed in the wine-drinking times of our forefathers. The Azores, too, which lie out in the Atlantic nearly a third of the way across, were colonized, and they pointed the way to further exploration westward. Besides these results, the coast of Africa was explored as far as the Equator, about three thousand miles from its northern extremity, and a profitable commerce in slaves, gold dust, and ivory had begun to enrich and corrupt the people of Portugal.

But the most important results of Prince Henry's labors were the increase of human knowledge, and the training of large numbers of men to face the perils of the deep, skilful to use the compass and the chart in groping their way into regions unknown. These enterprises were carried on for many years scarcely known to the rest of Europe. Occasionally Prince Henry, or his brother Pedro, or their brother the king, would send a present of a pair of elephant's tusks to one of their relations in Burgundy, or some strange shells, or other curiosities, to one of their cousins in England. To the public of Europe, however, the marvellous exploits of Prince Henry's captains were unknown for thirty years after they had begun to sail. But when they had reached the land of the elephant, the lion, and the negro, and the colonies on the islands were beginning to enrich Lisbon with their wine, wax, and precious woods, then the fame of Prince Henry and his discoveries spread abroad among the commercial nations, and attracted to Lisbon merchants and mariners desirous to share in so profitable a commerce.

An important profession at that

time was the making of maps and charts for the use of navigators; all of which of course were then drawn by the pen. From time immemorial, the Italian map-makers had been the best in Europe, and in Italy were also made the best compasses, astrolabes, and other nautical instruments. But when Lisbon became the centre of ocean enterprise, map-makers from Venice and Genoa were attracted thither, and found profitable employment.

Among those who did so was one Bartholomew Columbus, a young man of skill and intelligence from Genoa; and he was joined, about the year 1470, by his brother Christopher, then a bachelor of thirty-five, who had become acquainted with the seas and coasts of Europe by personal observation. Though the sons of a woolcomber, these brothers could number distinguished mariners among their ancestors and relations, and both of them had acquired an education not usual in that age except among persons of rank. Christopher, in particular, gifted by nature with an inquisitive mind and a glowing imagination, had been early drawn to the study of the earth, and had read all the books accessible to him, which threw light upon its geography. In after life he was fully persuaded that Heaven had singled him out in his infancy from among the sons of men for the discovery of unknown regions, and the rescue of the Holy Sepulchre from the custody of the Infidel, by means of the wealth which they would furnish. Hence, he thought that, while still but a boy of fourteen, he had been led by a divine impulse to embrace the life of a seaman, which engenders a curiosity to know the mysterious things of nature; and hence, too, he had been drawn to read all kinds of chronicles and works upon geography.

In 1470, then, we find Christopher Columbus, after twenty-one years of voyaging, settled at Lisbon as a map-maker, with his brother Bartholomew—Lisbon being that city of the world where geographical knowledge was most valued and most sought; where the boldest mariners

and the best geographers resided ; and where an interest in geography was kept on the alert by the frequent arrival of navigators from regions

never visited before, bringing home strange products of the torrid zone, strange animals, and strange men.

THE OPENING OF THE SUEZ CANAL.

The imposing ceremonies and international festivities attending the opening of the Suez Maritime Canal have excited the attention of two prominent branches of the civilized world—the scientific and the fashionable. To the former they presented the solution of a much disputed theory ; to the latter, they were occasions of great brilliancy and *eclat*. The attendance of a long list of distinguished persons, particularly the Empress of the French, added much to the success of the festivities.

The ceremony of pronouncing a benediction upon the canal, at Port Said was performed in the pavilion erected on the seashore, in front of the avenue named the Quai Eugenie. The pavilions were three in number; one, containing seats for the Khedive and the imperial and royal guests; another, an altar dressed according to the regulation of the Catholic Church ; and the third, a pulpit for the Mussulman Ulema. They were built of wood, and decorated with the flags of all nations. In walking to the pavilions, amid the salute of guns, and music of the bands, the Heir-apparent of Egypt came first, with the Princess of Holland on his arm.

The Empress Eugenie took the arm of the Emperor of Austria, and the Khedive and Crown-Prince of Prussia walked on each hand. These were followed by a brilliant staff of French, Prussian, Russian, Austrian and Egyptian officers, all in uniform, and bearing honorary decorations.

The Empress was simply attired in a lavender silk walking-dress, with a wide kerchief of point-lace round her neck. She wore a black hat, a black-spotted veil hanging down over her face, and a black lace frill at the back. It was noticed that she wore no jewelry, except a small

locket tied round her neck by a piece of black ribbon.

The Emperor of Austria wore his uniform of white tunic, scarlet pantaloons, and cocked hat and blue feather. The Prince of Prussia wore the uniform of the Prussian Guard. The Viceroy's uniform was blue with gold lace, and with a broad green ribbon, the hilt of his scimitar blazing with jewels.

The ceremonies were of a deeply solemn and interesting character, and the eulogy of Monsignor Bauer—the Empress's confessor, who was clothed in purple—was a very felicitous effort.

The illumination and display of fireworks at Port Said that evening were splendid. Each of the streets had been adorned with a double line of red flagstaffs with the crescent, different colored banners, and lines of colored lanterns. Many of the houses had hung out flags. As evening fell, and the sun sank behind the long straight line of sand, the view from the ships was very picturesque. As the deep glow faded from the sky, and the forest of masts became confused and indistinct, faint lines of light seemed to creep like golden gossamer threads across the sky. Long lines of lanterns, festooned from mast to mast, and down the lines of rigging, everywhere made their appearance. Some of the men-of-war could be traced by the lights placed at every port-hole. Nor was the scene less brilliant on shore. There the long lines of lanterns marked out the streets, while away far to the right the Arab town and the tents of the troops were marked out by the long lines of light. The piers and breakwater were lighted up by far-barrels placed at short intervals. It was a beautiful scene, and over all the moon shone brightly, while

the flashing electric light upon the summit of the lofty lighthouse added greatly to the effect, as at one moment it flashed out intensely bright, and then faded into comparative darkness.

On Wednesday morning, the imperial and royal vessels started from Port Said for Suez, the other terminus of the canal. On Thursday the marine procession halted at Ismailia, when the distinguished guests were conducted by the Khedive to his new palace, lately built for the occasion. The Empress descended at the villa of M. de Lesseps, but while a throng of people was gathering at the front door to receive her, she went quietly out by a side entrance, mounted a camel, richly caparisoned, and rode off along the Quai Mehemet Ali, past the Arab camp.

Here she was received with vociferous cheers; the appearance of a lady so distinguished, riding with remarkable grace on a huge camel, no doubt inspired the soldiers with an extra amount of curiosity, if not loyalty. The Empress wore an enormous straw hat, with a heavy veil, and was dressed very plainly. After enjoying her romantic drive a short time, she entered a pony chaise, with the Emperor of Austria at her side, and rode about the streets. The multitude of Arab tents on the esplanade, and the performances of the Bedouin horsemen, galloping to and fro, shouting, and firing off their muskets, seemed to amuse her very much. The Viceroy entertained their Majesties and Royal Highnesses, at night, with a sumptuous ball in his new palace, attended by several thousand people.

WESTERN GEOGRAPHY IN THE FAR EAST.

A late number of the English magazine called *The Leisure Hour* contains an article from a correspondent in India concerning Mohammedan maps and geographies. We copy :

A map on the "Ghyas ul Laghat," a Persian dictionary of high standing, printed by Moonshee Nawul Kashore, the Longman or Murray of India, at Lucknow, in the year 1860 A. D., is accompanied by an exhaustive "gazetteer," containing the names and latitudes and longitudes of no less than one hundred and twenty-one places of note.

In this map (says the writer) we are not to suppose that we have an abstract of the accumulated experience of all Indian navigators and travellers; it is only the idea the learned men have gathered. An atlas in the Persian character, beautifully engraved under English auspices, was published years ago in Calcutta, in which the then latest discoveries were shown. Maps and treatises on geography in English have abounded for a long time. And

yet the result of all these on the unfettered native mind is just nothing at all. Ptolemy had clearer ideas of the shape and relative positions of the countries of the earth than this map discloses. The truth is, the whole country has been so saturated and is so permeated with lies, that the truth, no matter by whom or in what manner brought before the people, is received with doubt. This is not confined to geography; it is exactly the same with respect to history.

Throughout the whole of India there are two names for Europe—Farung and Walayat. The former is said to mean the country of the Franks, and the latter any foreign country. The idea, however, represented by both words is very indistinct, for the term Walayat is applicable to Arabia, Persia, China, or any foreign country, and some of the most learned men maintain that Arabia is in consequence nearer to England than to Hindostan. Learned Bengalee baboos have maintained that Britain is a small mud-bank in the Bay of Bengal.

Mohammedans divide the world into seven climates or zones, each of which is termed an *akleem*. Every country should be by rights in one of these seven strips. This is the standard by which the orthodoxy of all geography must be tested. If a country come not in one of the seven *akleems* it cannot be said to be a country, for all countries are comprised within one or other of the seven orthodox bands. Nevertheless we find on the map nine such divisions. One was certainly an oversight, and the other is a vast watery waste containing an island the Farangees call the Cape, which of course does not exist, for we read of it neither in the "Koran" or the "Hadis."

The countries of Europe are all mentioned in the map, except Austria and Switzerland, whose trade with India is *nil*. Germany is termed *Alleman*, Greece *Yunan*, and Turkey *Room*. We may charitably suppose that the Poland which figures by the side of Belgium is meant for Holland, although Ashtardam, which is perhaps Amsterdam, is put in a far off part. The island Andalus, which stands out so promi-

nently, is, of course, Andalusia, the memory of which still lingers in the literature of Mussulmans long after they have ceased to frequent the glorious old mosque of Cordova, or tread the halls of the Alhambra. Spain figures as an island and as part of the continent. So also do England, Portugal, Sweden, Denmark and Finland. France gets poked up in a corner, and Italy is nowhere, in like manner. What the Scots will say to their capital being stuck between Finland and Sweeden (continental) one cannot say. And how is a poor Anglo-Indian to know which London is *the* city.

In the map there are no marks for rivers, and none for cities, or mountains, or lakes, although of the latter there is one mentioned—the Caspian. The importance of this map is, however, great to an eastern student. Some authorities say that the Saddi Sakundar (wall of Alexander) is the same as the Bub ul abwab (the gate of gates). The Mohammedan hydrographer places them on opposite sides of the continent. Both opinions were probably come at by a study of the text of eastern histories.

SOMETHING COMING.

A COLUMN OF MAGNETIC LIGHT FROM THE SUN STRETCHING OUT TOWARDS THE EARTH.

The sun's atmosphere, say the scientific men, is in a highly excited condition. A column of magnetic light is shooting out further and further from the solar sphere, and it is now stretching out forty-five millions of miles. In other words it has accomplished half the distance between us and the sun! The interesting question, and one on which, perhaps, we do not wish any more light of this character, is, how long will it be before it finishes the rest of the distance and bridges the gigantic chasm between the earth and the sun? Is it a messenger sent out to snatch us up as food for the insatiate monster that keeps himself warm by devouring planets, and whose fire-eating propensities this whole earth would satisfy for a few days only? If so, how long will this emissary be in reaching us, and

carrying the globe away as if we were a gigantic lump of coal for a furnace? The column of light at intervals indicates its approach by flashing and corruscating with fresh brilliancy. So decided are its effects that two astronomers, one at London, the other at Oxford, and neither knowing the experiences of the other, supposed that the dark glass of their telescope had been broken or put out of range, so strong was the flash of golden light upon the vision. It is predicted that before the end of next year this magnetic light will have got near enough to us to make its immediate and actual influence upon the earth distinctly felt. It is announced that in consequence we may expect to see phenomena that have never been seen or known before by the human race.

If any of our readers are therefore yet disposed to complain of the weather and the earthquakes, let them remember that, by this time next year, they may have an entire new line of experiences to explain and endure, in comparison with which the earthquake's shock and lightning's storm may seem a placid rocking in the cradle with a pleasant lullaby of thunder.

These statements will furnish a new subject for discussion among the medical *savants* of this country. If there is any truth in the theory broached by Sir Duncan Gibbs, Americans will wish to know it, and knowing it, will not rest content until they have ascertained the relative position of the all-important cartilage upon which depends the length of their stay on earth.

A Curious Physiological Discovery.

A paper was recently read before the British Ethnological Association, by Sir Duncan Gibbs, entitled "An Obstacle to European Longevity Beyond 70." The writer had previously called the attention of the association to the fact that he had devoted much attention to the position of the leaf-shaped cartilage at the back of the tongue, known as the epiglottis, and that in eleven per cent. of the five thousand people of all ages he had examined, he had found the position of this cartilage to be drooping, or pendant, instead of vertical. A further prosecution of his inquiries had led to the discovery of the important fact that in all persons over 70, without exception, its position was vertical. This circumstance he regarded as of the highest moment, bearing, as he believed it did, upon the attainment of old age. Numerous examples were cited in proof of his statement, among which were many well known statesmen who attained to over 70 years of age, Lords Palmerston, Lyndhurst, Campbell, and Brougham being among the number. He claimed that the facts presented clearly demonstrated that longevity beyond 70 could not be attained with a pendant epiglottis. His conclusions may be summed up very nearly as follows:—As a rule, persons with a pendant epiglottis will not live beyond 70, life verging to a close at or before that period. On the other hand, with a vertical epiglottis, life may be prolonged beyond 70, to the extreme limit of old age.

The human voice.

A writer, commenting on the Albert Hall of Science and Art, in the *Pall Mall Gazette*, says:

"The human voice, when speaking with clear articulation and supplied from good lungs, will fill 400,000 cubic feet of air, provided they be enclosed in a proper manner, and the voice placed and directed advantageously. The same voice singing can fill, with equal facility, 600,000 cubic feet. When singing, the vowels are principally used, because it is necessary to dwell upon a note, and we cannot prolong a consonant. In speaking, on the contrary, we depend for articulation on the consonants; but their short, percussive sound does not travel. When we shout, or in open-air speaking, which partakes of shouting, we prolong the vowels, drawling the syllable of each word; but what we gain in sound, we lose in clearness of articulation; expression is lost in monotony, because its fineness depends upon the infinite variety of which the consonant is capable and bestows on the vowels. Two thousand voices, singing or speaking together, travel no further than one voice. They may fill a certain area more completely with that intricacy of waves which, when very troublesome, we call a din; but each voice exerts its own influence on the air according to its power, and dies away within certain limits. A second voice acts independently, and produces its own separate effect, not fortifying the first, but distinct from it. And so with any number of voices—say 10,000—shouting to-

gether, if a single trumpeter were placed among them, the note of the trumpeter would be heard clearly at a distance where the Babel of voices would have expired in a murmur. Yet, among the din produced by the ten thousand voices, the trumpet would be inaudible. To illustrate this theory more clearly, it is plain that 2,000 persons cannot throw stones further than one person; it is, true that the air, within certain limits will be more full of stones, but they will all come to the ground within a limited area."

rooms. With man, the sun's rays play a part very important. Under their operation continual change is taking place in the human system; a constant chemical process is in operation. The action of death as a mere chemical operation, is produced by the incapacity of the system to inhale the necessary oxygen and exhale the poisonous carbon of the system. To preserve this condition in life, and a healthy system, as well as the development of the mental powers, alike in old and young, a due proportion of sunlight is necessary.—*Dr. Griscom.*

The Shipwrecked Sailors.

I have several times read of poor shipwrecked boats' crews who kept themselves alive by wetting their clothes in the sea twice a day, and putting them on without wringing. Very soon the mouth would lose its parched feeling, and the whole body seem as much refreshed as if a moderate draught of water had been taken. The greatest difficulty was that particles of salt settled on the skin and clothing, and made the skin painful. Frequent washings remedied this, however, and at the worst it was not nearly so bad as perishing from thirst.

Influence of Sunlight.

Sunlight, particularly in dwellings, has become absolutely necessary to health and comfort. The lecturer illustrated how carbonic acid gas is deleterious to human life, by exhaling into a bottle the air from his lungs, and then placing a light therein, which was immediately extinguished. The life of a living insect, he said, would have been extinguished there with equal rapidity. The oxygen necessary to human life is derived from plants through the operation of the sun's rays—the yellow ray—and the vegetables in return absorb the poisonous carbon exhaled from the human lungs. Both these operations take place only in the sun's rays, hence the impropriety of sleeping with plants in our

"That Fourteenth Chapter of John."

At the close of one of my Sabbath services in the hospital, I was told that a colored sailor was very ill in one of the wards, and would not likely live out the night. As I was ascending to his room, I learned from my companion some few incidents in his history, which prepared me for my interview with him. He was a native of Guayaquil, South America, and was born and educated in the Romish faith. His father was a physician, as well as his brother. He had left home in his youth, much against their wishes, and had ever since followed the sea. He had been brought to the Retreat from the "Home" in New York, in the last stages of consumption, and was now evidently near his end. To one of the attendants, who had asked him if he did not wish to see a priest, he had replied, "No; I have no priest but the Lord Jesus Christ. None but he can forgive my sins, or stand as my mediator with God." As I entered his room, I found him sitting in his bed, propped up by pillows, and evidently suffering greatly from exhaustion and pain. I expressed my sympathy for him in his affliction, and after a few inquiries as to his health, asked him if he had the peace of God in his soul. "Yes," said he, "I am not afraid to die." I know my soul is safe. How can I perish after all that Christ has suffered for me? He cannot cast me

off after what he has promised me." "Is all your dependence for salvation fixed on Christ?" I asked. "Yes," he replied, "I know I am a great sinner; but I look for forgiveness and mercy to Christ alone. I can do nothing but trust in him." "That is all you need do," I said; "and leaning upon him you can walk through the dark valley and fear no evil. Christ has made to you precious promises. He says, 'Let not your heart be troubled.'" "O, that fourteenth chapter of John," he said, with unusual animation. "I know all that. It was that chapter that led me to Christ."

Not wishing to fatigue him by a protracted conversation, I asked him if I should pray with him. He assented with evident cheerfulness; and, after reading a number of passages from the bible, I knelt by his side and commended him to God, and to the tender, loving sympathy of the Saviour, who had trod the valley of death before him.

On a subsequent visit to the hospital, I found him still living. "I thought," said he, "that the Saviour would call me home last night, but I am still here, and willing to wait his time." In the course of that interview with him I drew from him some portions of his history, especially connected with his conversion. "I was born and brought up," said he, "a Catholic. But when I came here I began to have a respect for Protestantism, and sometimes, when at the Home, I attended prayer-meetings, and read the bible. On one of my trips up the Mediterranean the captain said to me, 'Here's a lot of Italian bibles, which some one has given me to distribute, and I wish you to take them, and get rid of them at the ports where we stop.' Among the books he gave me was an English bible and some tracts, among which was one called 'The Quarryman.' It was a sort of dialogue between two men, in which one said to the other, 'Our minister told us this morning that no man need lose his soul, who read and believed the fourteenth chapter of John.' I thought I would overhaul

that chapter, and see what was so wonderful in it. So I got out the English bible, began to read, and the more I read the more wonderful it appeared. About the same time I found another tract, which, I think, was called 'A Swearer's Prayer.' I used to be very profane, and, as I read this tract I began to see how wicked I had been in taking God's name in vain. The more I thought about it, the worse I felt. I saw that I was a very great sinner, and was more and more troubled about myself. Then I took up that chapter in John again, and it seemed to speak to me, and to invite me to trust in Christ. It said that whatever I asked in his name, he would give. Then I prayed for pardon, and trusted my soul to him. Bye and bye I began to get peace, and now I know that my soul is safe, and that when I die he will receive me to himself. Why should I doubt it? For there is his promise, and he cannot lie."

Such was the precious testimony which this dying sailor gave to the gospel and the grace of God. Jesus had sought and found him, and brought him to his fold. Without the intervention of outward rites or ordinances, but by the Word of God, he had become a new creature, and, having accepted Christ as his Saviour, "had received power to become one of the sons of God."

I saw him once more at the close of my next Sabbath service, in the hospital. The pains of death were upon him, but he had peace in his soul. And so he passed away, still trusting and hoping, and assured that Christ would keep that which he had committed to him.

While recalling these interviews with this dyingsailor, I turned to my bible, that I might look over again the fourteenth chapter of John, and see what peculiar portions were likely to meet the wants of an inquiring sinner. On the margin I found written in pencil, "Read to my dear father while sick, at his request."

How freshly that death-bed scene came back to me as I read those words! For seven long and weary

weeks he had been suffering, and we had been watching by his side. It had been our custom, during his illness, to gather together in his sick-room for evening worship; and as I took up the bible, I said to him, "What shall I read to you?" "Let me hear," he replied, "the fourteenth chapter of John." For nearly sixty years he had been a servant of God and a diligent student of His Word. Yet now, upon his death-bed, these words of Jesus, with which he had been long familiar, came to him as fresh and glorious as though he now heard them for the first time. O, how they seemed to refresh and comfort him, and give new strength to his soul! It was as though the voice of Jesus was heard saying, Let not your heart be troubled—I go to prepare a place for you. Thus Christ shows himself to be the same yesterday, and to-day, and forever. His words, like himself, are unchanging in their preciousness and power. The poor, ignorant sailor, brought up in a faith that denies the bible to its people, and gives them instead priestly mummeries and superstition, is lead to Christ by the reading of a single chapter; and the dying patriarch, brought up from childhood in a love and reverence for the Scriptures, finds in the same truths refreshment and comfort. The words which Christ speaks are spirit and life; and the holy Comforter which he promised to his disciples when he left them is still present, to bring to remembrance all things that he hath spoken. Blessed be God for that precious chapter of John. It is Christ's legacy of peace to his people. It is the inventory of the glorious inheritance which he has purchased for them by his blood.—Through all the ages since he uttered those precious promises they have been the source of hope and comfort to his people—a blessed revelation of glory which awaits the believer, and the opening of the way of life and salvation to the sinner who is asking, "What shall I do to be saved?"

J. E. R.

Edgewater, S. I.

Cutting the Hawser.

I have seen a steamtug start its propeller, which churned the water for a few moments, but the tug did not move from the wharf. A stout hawser still held it to the pier. As soon as that strong line was cast off the nimble vessel shot off into the stream.

So it is that some awakened sinners "make a start" towards a better life. But presently they stop, fall back and sink again into hardened impenitence. The reason is that they never cut loose from the sins they love best.

A Sabbath-breaker can never make one inch of progress towards Christ while he continues the desecration of God's day. If lust for gain keeps a man in immoral and dishonest business practices, he must either quit his unchristian business or abandon all hope of being saved. He must cut the hawser which holds him to sin.

That sagacious physician of souls, Dr. Nettleton, always suspected that when a sinner lingered a long time under conviction and did not yield to Christ, there must be some special besetting sin that held him back. He was once invited to converse with a man of wealth and culture who was under the powerful strivings of God's spirit. He wondered what kept the man from finding peace. But one day, while praying with him, he detected a peculiar odor in the man's *breath*, which revealed the secret enemy. He kindly pleaded with his friend, and told him frankly that he was drinking to drown reflection. (This is the very reason which sends thousands to the bottle.) The sin-bound man did not deny the charge, nor did he abandon the fatal practice. He drank himself into bankruptcy, into the loss of his beautiful home, and finally into the gutter and the drunkard's dismal grave. He was one of "them who *draw back unto perdition*."

The first step in coming to Jesus is usually the quitting of a favorite error or a favorite sin. Friend, if you are yet unconverted, here is probably the secret. Jesus asks a sacrifice of

what, you love and what he abhorreth. Will you give up your sin, or give up your soul? Will you cut the hawser? If not, you will be lost. "Behold I set before you, this day, life and death; choose life!"—*Rev. Dr. Cuyler.*

Too Short.

Once, in a fearful storm off the coast of France, a brig was dashed to pieces on the cruel rocks. Two men of the crew alone survived the shock. They clung to a little ledge of rock which at low tide was bare. Drenched and bruised as they were, their ship, and all their goods on board of her, gone to the depths below, yet life was sweet still. They clung to their rock of hope, and saw with joy that they had been observed from the land. The distance was not great; but in that boiling sea no boat could live a moment. Their only chance of life was in catching a rope that the men on shore were preparing to throw to them. The line was cast, and they nerved themselves to clutch it—but alas! it fell yards short of them. The rope was not long enough to save them, and it was the only rope at hand! A messenger was quickly dispatched to procure another—but long before he arrived, the rising tide had carried them off. The cold waters had swept over them, and they were gathered to their dead companions.

What a sad thing it was for them that the rope on which their life depended was too short. So, what a sad thing it would be for us if Christ's righteousness was not sufficient for our salvation. If God required us to make up a part of the price ourselves, we then should be like these two mariners, doomed to certain destruction. But Christ's work is all-sufficient—and he offers it to us without money and without price. You could hardly pity these poor sailors, if when a long enough rope was wafted to their very hands, they should wilfully refuse to lay hold of it—if they should insist on being saved some other way, though this was the only possible way. But,

is it more inconsistent than the course of many. They will not come to Christ and be saved, though He invites and urges them to come. Oh, let none of us be of this number. When the waves are just sweeping us off, it will be too late to stretch out our arms toward the rope. Do not trust to repentance on a dying bed.—*Presbyterian.*

Newport, R. I.

DEDICATION OF THE SEAMEN'S BETHEL.

The opening exercises of the Seamen's Bethel on Long Wharf, took place January 20th. The hall was crowded, and although extra seats were placed both in the chapel and in the reading room opening out of it, it was difficult to accommodate the large numbers in attendance, and a few even then remained standing during the evening. Among the audience were many prominent citizens, who by their presence showed their sympathy with the work in behalf of seamen thus inaugurated.

The exercises were opened with the offering of an invocation by Rev. Mr. MALCOM, and then Rev. Dr. THAYER read the hymn, commencing :

"We come, O Lord, before thy throne;
And, with united pleas,
We meet and pray for those who roam
Far off upon the seas."

After the singing of this hymn, Dr. THAYER read appropriate selections from Scripture, and then made an address, in which he expressed earnest co-operation with the enterprise thus undertaken. He spoke of his deep interest in the sailor, of the need there was to do something for his welfare, and of the hope he had that this mission might accomplish much good in this direction. After the singing of another hymn, Mayor ATKINSON was introduced and said among other things :

"Neither as a nation, nor as a city are we doing *all* we should do for the seaman. No toils and exposures are so poorly recompensed as those of the weather-beaten sailor, he who spends the greater portion of his time on shipboard separated, often for years together, from home, and family and friends, with a self-sacrificing spirit, that but few can realize or appreciate, save the professional mariner.

Too often, upon coming ashore, is the sailor looked upon as a rough fellow, and left to the tender mercy of land-sharks. Whatever, therefore, shall serve to keep the honest and brave jack-tar from evil temptation upon shore, and shall conduce to brighten his days, and cast about him kindly and good influences, I hail with sincere pleasure. Such is the object, I believe, of this Bethel."

After other short addresses and the singing of another hymn, Mr. Malcom said he desired to make grateful acknowledgement to the gentlemen who had spoken such generous words for the success of the work. He was happy to say, also, that he had received words of greeting and good cheer from men in other cities who were actively engaged in work for seamen, and he would read to the audience portions of letters which, within a few days, he had received from such gentlemen. Mr. Malcom then read letters written to him by Rev. Chas. M. Winchester, Chaplain of the Seamen's Bethel in Providence; by Rev. J. M. H. Dow, Chaplain of the Boston Seamen's Friend Society; Rev. Henry Cooke, pastor of the Boston Baptist Bethel; Rev. Dr. Neale, pastor of the First Bapt. Church, Boston; Capt. Forbes, President of the Sailors' Snug Harbor, Boston; Rev. Robert W. Lewis, Missionary to seamen, New York; and from the Rev. Dr. Loomis, Corresponding Secretary of the American Seamen's Friend Society. These letters were intensely interesting. We regret we have no space for quotations from them. A single extract only can we give, taken from the last mentioned letter, — "We welcome you to the fellowship and communion

of Seamen's Missionaries, and the more so as you are a volunteer, and your labor the labor of love. We hail the opening of your new Bethel as another light house on our coast, to the tempest tost mariner off shore, and the tempted on shore."

Remarks were made by Capt. Macy Capt. Holland, and Mr. Mumford, who, with impressive words, spoke of the need of just such a work in our port, and said they should lend it a helping hand.

The prayer of consecration was made by Rev. Mr. Malcolm, the Bethel flag having first been spread over the desk. Invoking the Divine benediction upon the Bethel, its work and its flag, he prayed that God would accept the offering made for his glory, and guide it for the extension of his kingdom. A closing hymn was then sung, and the benediction pronounced by Rev. Mr. Stanley.

Savannah, Ga.

ANNIVERSARY OF THE PORT SOCIETY.

The Twenty-Seventh Anniversary of the Savannah Port Society was a meeting of extraordinary interest. Several spirited addresses were made by the leading clergymen of the city, and a decided impulse given to the good cause.

From the Annual Report read by the President, J. T. Thomas Esq., we make the following extracts.

"During the past year the Penfield Mariners' Church has been regularly opened every Lord's day for Divine service, under the ministration of the devoted Chaplain, Rev. Richard Webb. Attentive audiences have given testimony to the acceptability of his zealous labors, and the Spirit hath set His seal upon the word preached, as has been evidenced by the public confession of several seamen, who, by their subsequent Christian course have greatly encouraged and animated us to renewed efforts.

Two hundred and twenty sermons and forty-eight addresses have been delivered by Brother Webb from the 10th of November, 1868, to the 31st of December, 1869. Of the sermons, ninety-four were preached to seamen at the Bethel, and one hundred and twenty-six to audiences at other places of worship, viz: at the Widow's Home, Frewtown Mission Church, Savannah Baptist Church, First Presbyterian Church, Wesley Methodist Church, and Second African Baptist Church: thus coming fully up to the command to be instant in season.

Temperance meetings are held by the Chaplain at the Bethel every Monday night, which are rendered interesting by a judicious variety of readings, lectures and music. One hundred and seventy-two seamen have thereby been induced to sign the total abstinence pledge, most of whom have been steadfast, so far as we have information.

The Chaplain has made twelve hundred and seventy visits to vessels at the wharves and in the river, also at the Marine Hospital and jail, imparting advice and extending invitations to seamen to attend the services of the sanctuary, and from his well provided satchel has distributed forty-nine Bibles and Testaments, nine hundred small books, ten hundred and seventy-three copies of the *Seamen's Friend*, hundreds of religious papers, and thirty-three thousand three hundred and eighty-eight pages of tracts.

The statement that a small boat was needed for the Chaplain's use induced Captain Miller, of the ship J. O. Baker to make up amongst his friends a sum sufficient to purchase a boat admirably suited to the purpose. In the hands of our sailor preacher it is doing good service. Many vessels are thus reached that are not at the docks on this side of the river.

Members of the Board contributed a small amount to aid in procuring an organ. Through the efforts of Captains Parsons, of the ship *Abysinia*, and Jones, of the *Fearnought*; the sum was increased to \$175. The

instrument was obtained through Dr. Lowell Mason, of Orange, New Jersey, formerly a resident of this city and a compeer of the beloved Penfield. Dr. Mason generously donated \$75, and sent us one of the Mason & Hamlin Company's \$250 organs, which under the skillful and gratuitous performances of Mrs. Webb, has added greatly to the interest of the services at the Bethel.

The dilapidated appearance of the Bethel was the subject of frequent remark amongst seamen last winter. Their contributions, amounting to \$151.24, has aided us to repair and improve the appearance of the interior of the building and add to the comfort of those who worship there. Captain Jones has also sent us from England a number of cards with mottoes and texts, which adorn the walls—a silent lecture to all who enter therein. Many other seafaring persons have supplied books, tracts and money to purchase such supplies of reading matter, and we here cheerfully accord our thanks to them and their families, and other maritime friends, for their cordial co-operation with the Chaplain, as well as for their many and repeated acts of kindness and courtesy to him and his family.

From the foregoing recital we trust the friends of the sailor will be encouraged to know that seamen have furnished substantial and unmistakable evidence that they will respond to expressions of sympathy and kindness, and that they appreciate our efforts, in their behalf.

A year since our membership consisted of twenty persons, eighteen of whom were officers; sixteen new members have since been admitted giving us now a total membership of thirty-six. Thus it will be seen that our membership has nearly doubled itself.

The Port Society, excepting a few years of its earlier history, has had a hard struggle for existence, and to this extent is like the well conditioned bark which left this port on her first voyage with a fair breeze and every appearance of having a prosperous trip, but after alternating

between calms and storms, at last found herself off her course, without a rudder, and in danger of being abandoned unless some friendly assistance should soon be rendered.

The liberal appropriation of the American Seamen's Friend Society, of New York, has enabled us to keep the Bethel open during the year.

We cannot reasonably expect a continuance of their appropriation. Under the circumstances it remains, therefore, for those whom the Lord has prospered to decide, *in view of the good results of the past and the prospects of good to result*, whether our Bethel flag shall continue to float.

A year since the necessity for the re-establishment of a Seamen's Home was brought to your notice; as yet no movement has been made in that direction; surely no argument can be needed to impress upon the mind and heart of the philanthropist the necessity, yea, *the urgent necessity* of a home for seamen. There is no class of men who have been more overlooked and neglected in the past, and none who at present need so much friendly and active sympathy.

One of Savannah's fair daughters in her true womanly sympathy for the sailor, bequeathed the sum of \$4,000 "*for the benefit of Seamen visiting the Port of Savannah*." That sum is in the safe-keeping of a gentleman who was a member of the first Board of Managers of this Society, a friend of seamen himself; he offers to turn over to us said fund, now amounting to about five thousand dollars, when we shall have raised an equal amount for the building of a Home for Seamen. *Who will help?*

The active Christian should feel deeply impressed with the importance of continuing to occupy this field of labor, and whilst we are not weary of well-doing, yet as we have not the requisite means of our own to accomplish what remains to be done, therefore, without an increased patronage from the Christian public, we cannot hope to be useful. Your managers, in conclusion, tender thanks for your confidence, and solicit a continuance of your aid."

(For the Sailors' Magazine.)

Guard the Sailors' Rights.

We welcome the following communication from one whose graceful pen, we trust, will often be employed in the cause of humanity. If all whose feelings are "stirred within them" by what they have seen or read of wrongs done the sailor, would but similarly speak out, we should very soon have a public sentiment aroused on the subject that would render such things impossible. Were we at liberty to give the name of our contributor, it would aid this result.

EDITOR.

No one, can read of the cruelties practised on board the *James Foster, Jr.*, the *Richard Robinson*, and more recently on the *Neptune*, and remain indifferent to the sailor's welfare.

Though these may be extreme cases, yet others, but little less inhuman, have frequently occurred. Can a sufficient reason be given, for the exercise of injustice and cruelty, in any case? Lawful punishment must indeed be administered, when the rules of the ship are broken, or the just commands of the officers disobeyed; but such wanton cruelties as have been sworn to by the crews and passengers of these ships, can have no sanction in law or the moral sense of christian nations. It is past comprehension how the officers of a ship can willingly add cruelty to the lot of those who, of necessity, endure so much toil, exposure and privation. It is said that crews are often shipped involuntarily, and others are wholly ignorant of their duties. This is not the fault of the sailor, but of shipping agents and boarding house runners. When this does occur, can any good possibly result from barbarous treatment? Will it qualify the men for duty, or ennoble the officers who inflict it? Such a course but debases them below the brute, and should secure the scorn of every true man, and the severest penalty of the law.

No class of men (save our former slaves) have been so grossly and sys-

tematically wronged as seamen, and for this state of things, are not ship-owners and merchants responsible? In this regard they are each their "brother's keeper," and the sailor's blood will as certainly "cry unto the Lord" from the ocean as did that of Abel from the ground. With much pleasure I have just learned that the "Seamen's Friend Society" has presented a petition to Congress for the passage of an act (similar to the "Merchants' Shipping Act of Great Britain") designed "to secure the sailor against existing abuses." Secretary Robeson has shown great wisdom and kind-heartedness by suggesting in his circular to the navy, "that the men should never needlessly be denied such indulgences as may be consistent with the efficiency and discipline of the service." Will not the captains and officers of our merchant ships act also on this suggestion, and learn by experience that sailors are susceptible of kindness, and are governed best by humane treatment?

The belief of the writer that they are thus susceptible was sustained by facts on recent voyages. Venturing one day (with a lady friend) near the fore-castle, and observing several of the crew unemployed, we exchanged pleasant words with them and gave them a few trifling delicacies and some religious reading that I had brought from home for the purpose. Their thanks and the expression of pleasure on their faces afforded me one of the pleasantest incidents of the voyage. May all Christians pray frequently for "those who go down to the sea in ships, who do business on the great waters." And let none who are in any way bound by the sailor's interest rest until through Christian effort and just legislation their wrongs are redressed and their rights secured.

X. Y. Z.

(For the Sailors' Magazine.)

An Appeal from the Fore-castle.

I who write this, am a sailor, in daily contact with a class of men little

understood, and grievously wronged. There exists nowhere a class more warm hearted, sensitive, generous, and easily impressed than sailors. No wonder that they are cynical, for in most ports the only ones to welcome them on shore, are villains who pretend a friendship, that they may the more easily rob their victims.

To one who has always lived on shore, it would seem that the temptations of sea-life must be few and easily resisted, but when we remember that man's greatest enemy is his own evil heart, is it strange that sailors left to themselves should grow in sin, rather than grace? That sailors are as a rule wicked men, I do not deny, but should they therefore be neglected?

I have said that we are easily impressed. A little incident will serve to illustrate this.

A few years ago I was at sea, one of nineteen men in a mess. On a certain night, as we were reefing top-sails in a gale, I was away out on the yard-arm next a man who was notoriously the hardest swearer and most wicked man in the ship. The storm beat fiercely, and as the ship rolled over, we seemed about to be plunged into the seething waves.

Charlie was cursing and swearing as only he could, and as the ship gave a great plunge, I said to him: "Where do you suppose you would go, if you were to fall over board now?" He made no answer at all then, but the next morning he came to me and said, he had been thinking all night of my question and could neither sleep, nor shake off the pursuing thought. He asked me to pray for him, and kneeling there on the deck he gave himself to Jesus. His conversion and change of life drew

the attention of others, and at the end of four months, twelve of the nineteen men were Christians. This is but one of many facts of like nature that might be cited, and in the face of such, who will dare say, that the sailors' heart is not "*good ground*?"

In the name of Him whose last command was, to preach the gospel to *every* creature, we sailors call upon you whose hearts and means enable you to work, to remember *us* in your prayers and labors. Cease not your efforts if the number of saved souls does not exceed the number of dollars expended, for *all* of Christ's agony was for *each* soul. Give us libraries, men to preach and pray, and all the means for beginning and growing in the better life, and though you see not now the fruit of your labor, remember that His Word shall not return void, and that "they who turn many to righteousness shall shine as as the stars forever." U. S. N.

(For the Sailors' Magazine.)

The Mystery Explained.

The anxiety we often feel for the steadfastness of those whom God has blessed through our labors, is no less then it was before their conversion, and when we hear of the faithfulness of the Saviour in keeping them, it makes us happy and grateful. This has been my case lately. Some months ago I became exceedingly interested in a Norwegian captain and his wife then just arrived in this country. The man had a good business at home, when, to the surprise of his family, he decided upon going to sea. He owned a small vessel, in which he insisted that his wife and her two small children should

go with him. And there, cooped up in a little cabin, she sailed with him over the North Sea and then across the Atlantic, holding an infant in her arms most of the time. Looking out through the window at the billows, she would weep and say to herself, "What can all this mean, that my husband should take me from my home and place me here?" At last they reached New York, and I went on board to see them. I had not been there long before I found that the captain's wife was an intelligent and tender-hearted woman. The captain also seemed kind, but business took up all his thoughts. I invited them to my house several times, but there was always something in the way to prevent their coming. At last, however, she came with her two children, accompanied by a friend, all of us from the same city in Norway. The Captain was to come in the afternoon, but, by some mistake, he did not get to my house until after his wife had left. At this he was so much excited that I could hardly persuade him to take a cup of tea.

After supper I commenced at once to converse with him about his soul. As is the case with all, he had his excuses. I felt that I must improve the present opportunity, and so I pressed the matter, and said to him, "Don't you think if you had labored as hard to get salvation as you have to make money since you came to this country that you would be a Christian to-night?" "Oh," said he, "I and my wife tried that some years ago, but we could not hold out. Now there is a dark and high wall between God and me." I said, "God cannot lie. If you'll seek him with all your heart you will find him." Upon this he commenced to weep

and tremble. I said, "Captain, will you give your heart to God, and will you do it now?" He rose up and clasping his hands, said with a loud voice, "I will, if he'll take me." He then fell on his knees and we both prayed, and there and then God pardoned his sins. He then went on board the vessel and told his wife what the Lord had done for him, upon which she began to cry, "Lord, I have been praying for my husband, and now you have granted him forgiveness. Why cannot I have it?" And Jesus was there to bless. The captain's wife also found pardon that very evening. The next Sabbath the mate, a poor wanderer, was converted, then the carpenter, and after they got to sea, the steward was also converted. I have lately received a letter from the Captain and his wife, in which they say that they love the Lord above everything. I think I can understand why that woman was brought to America in that small cabin. The mystery is explained, "We will praise him again who has purchased our pardon." H.

Sailors Accessible—The Library a Blessing—A Touching Appeal.

We are permitted to take the following extract from a letter to Mr. Williams of the Brooklyn City Bible Society, and written from the U. S. Steamer ALBANY:

"It was, in the midst of vice on shipboard, that the 'still small voice' spake to me, and in that inner strife when good and evil were contending for the mastery—oh, what would I have given for the help of a missionary!

How refreshing would have been the advice of some experienced Christian who understood my case! His

would have been a blessed work! I thank God I did not fall. His 'ear was open to my cry.' I found books in the library of the American Seamen's Friend Society which was in our vessel, and their truths, as I read them, blessed me. In the experience of others I found my own needs catalogued. Among other things I learned that 'labor was life,' and, at once, I went to work. I found those who were hungering and thirsting for light, and I tried to show them the Saviour, and God has blessed my labors. Three earnest souls meet every night to read the Word and pray. One has just left us 'happy in the promises,' others express themselves interested—indeed, no one opposes, and many, many, would gladly welcome any effort for their spiritual good. *I believe if the proper means were employed wonders might be wrought among sailors.*

The Seamen's Friend Society's library on this ship is invaluable. There is not a Protestant on board but what will say so. It has proved a blessing to me and many others.

And now I must speak, for God has been merciful to me, and say that we need missionaries to labor among us. I owe this duty to my fellow-men to ask Christians NOT to NEGLECT US. The world is mistaken in regard to the sailor. His heart is easily moved. My own case has proved it. This ship does not hold a greater or more hardened sinner than I once was. Oh, Christians! is it not enough to stir you to fresh efforts when sailors thus ask you in God's name to remember them.

Again, I say, God bless the Seamen's Friend Society and its noble work."

J. L. D.

CORRESPONDENCE, REPORTS, &c.

Denmark.—Copenhagen.

SAILOR MISSIONARIES ENCOURAGING
SABBATH SCHOOLS.

As an illustration of what the Sunday-school work is effecting abroad through the agency of our missionaries, we quote the following from a letter written by Rev. Mr. Ryding, of Copenhagen :

"I wish to narrate to you a story about a boy in one of our Sunday-schools, on whom the spirit of God works. His name is Niel and he is six years old. His father is a fisherman and a very upright man, but was not a Christian at the time of this incident. Niel perpetually exhorted his father to pray, and often said, "when we get food, you should fold your hands and thank God for it." The mother very often found Niel kneeling and praying to God. It happened one evening that some of the family friends were to come, and on such occasions cards were always played. When evening approached, the mother said, "It is best that Niel should go to bed before the strangers come." Niel made no answer but did not obey at once, as was his usual custom. The mother wondered much at this, and observed that there was something unusual about him, he was so silent. After a little time he exclaimed: "I am willing to go to bed if you will promise me not to play cards with the strangers, when they come, for if you play, God will be very angry and I am afraid you will go to hell." The mother was quite moved, and after some hesitation she said: "I will not play cards this evening." Niel became satisfied and went gladly up to his garret. The next day he said to his mother: "Dear mother, promise me that you and father will never play cards again,—I am so afraid God will be angry with you." He fell on her neck with intense weeping and continued his earnest request. The mother was much affected but would not promise any thing. But wherever she went,

she was pursued by Niel's words which had penetrated deeply into her soul, and they burned her conscience like glowing serpents. One day when the husband came home, the wife said: "I do remember all the time these words, my dear husband:—we should never play cards." The husband said, "That you cannot give up doing." "Yes," said she, "we must, for Niel says God is angry with those who do not." At last the husband yielded, the cards were burned and card playing was exchanged for reading the Bible. Since that time Niel's father and mother have become constant hearers of the preaching of the word of God, and attend all our Christian assemblings together."

We consider the above incident worth printing, not only as showing the usefulness of Sabbath-schools where our Chaplains find them practicable, but as showing the relation and unity of all Christian work, and the protest that virtue naturally makes to vice, wherever there is a conscience to feel its power.

W.

Labrador.
CARIBOU ISLAND.

Rev. S. R. BUTLER says in a recent letter:

"The people of the coast are in a much more prosperous condition as regards their fisheries than they have been for five or six years past. The attendance at church has been better than usual this season, and the attachment to the mission stronger than ever.

We hope for a pleasant and profitable winter, and are looking forward to our removal into winter quarters and the gathering of the people about us for more constant and regular religious instruction than it is possible to give them in the summer, scattered as they are along the coast."

Mr. Butler, speaking of the arrival of a grant from the American Bible Society, adds:

"The Bibles were, some of them, immediately sent about their work of doing good to a much neglected part of the Newfoundland coast. The remainder we keep for distribution here as needed."

New York.

WORK AMONG THE SCANDINAVIANS.

REV. O. HELLAND'S REPORT.

There have not been many Scandinavian vessels in the port of New York the past three months. This, with the fact, that several families have moved from South Brooklyn, some further back in the city, others to distant places, has reduced the number in our meetings in South Brooklyn. On the other hand, the congregation has very much increased in the chapel in Pacific street, so that the place is getting too small for us. Some are inquiring after the Lord nearly all the time, and souls are being saved. In New York the work is going on as usual. At almost every meeting we have inquirers; but while some have found the Saviour, most of them have had to go to sea with "a broken heart." All we can do is to pray for them, and supply them with such reading as will help them heavenward. I have made my weekly visits to the Seamen's Retreat, and have often preached to the Scandinavians there. I have been informed that several have lately found the Lord. This is to me one of the most interesting fields of labor that I have. It is a great satisfaction to go from cot to cot and speak to the sick and dying

about Jesus. I sometimes kneel with them in prayer, and then sing of the "fountain filled with blood." I have also attended the Saturday evening meetings at the Sailors' Home, and I am glad to state that the meetings are increasing in numbers and in interest. Souls there are inquiring "what they must do to be saved?"

A SAILOR'S TESTIMONY.

A sailor who was recently at the Fulton Street meeting for the first time expressed his gratitude for being there. He said he had heard of this meeting when he was thousands of miles away. He had been a man steeped in sin for forty years. He had been overtaken by the Holy Spirit when he was running under full sail upon a lee shore. He had been warned to 'bout ship and claw off before he got into the breakers. "I heard the warning," said he, "I piped all my hands on deck, all my bad passions, appetites, and sins, and I told them in plain language that they had brought me to the very brink of ruin. Heretofore I had left everything to them, and here I was in the midst of the billows that were breaking on a lee shore. Hereafter they should all be put down in the hold, and the door be battened down till they were starved to death. They had near been the death of me, and I would be the death of them. I told them I was about to take on a Sailing Master, and He was to have all power on board, and there was nothing he hated so much as such a crew as they. He had promised to help me, and his help meant something. I charged them with being my enemies, and the Great Captain had promised that they should be

put under my feet. So I bade them farewell, and I expressed a hope that I should see them no more for ever.

"And now you see me here. I am here for the first time in my life. I have been nine years in the service of my new Master. Nine years ago I could not read, and now I can read as well as most readers. I am trying to do good. I am happy in my work. I have this testimony to Jesus, that he never leaves nor forsakes me. I sometimes forsake him, but then I soon come back to Him, and I wonder He does not upbraid me; but He never does. As soon as I come back to Him with a sorrowful heart He speaks such words of comfort to my soul, that my heart melts with penitence and love."

The meeting was greatly moved with this old sailor's confession of his faith in Christ.

PRAY SHORT.

Chaplain Miles, when recently preaching at the Water St. mission, on the subject of prayer, said:

"The most successful prayers recorded in the bible are very short, and all persons, especially those who pray in public, should imitate their brevity. Look at the prayer of the Syrophenician women: "Lord, help me,"—at the prayer of the penitent thief,—at the prayer of the publican,—also at that of Peter, when alarmed at the wind and waves: "Lord, save me, I perish!" Why, if Peter had prayed but one tenth of the time that many do, he would have been fifty fathoms under water before arriving at the amen."

A BRAND PLUCKED FROM BURNING.

W. B., a Swede, came to the Sailors' Home, 190 Cherry St., a short time

ago, not only careless about his soul, but also given to drinking and all kinds of vicious practices. He is now a changed man. He has lately found Christ, and in a recent conversation he said to me, "I shall never forget Room No. 88, for there it was that I first felt the power of God, and there my soul was set at liberty."

He now spends all his spare time in reading the Bible, and in praying and talking with his ship mates and trying to lead them to Christ.

His manners and conversation show that he has been to Jesus, and is taught of Him.

C. A. B.

Boston.

A NORWEGIAN CONVERT AT WORK.

The leader of the morning prayer-meeting, at the rooms of the Y. M. C. A., lately stated the case of a sailor in whom he had been much interested, as a striking illustration of the hand of Providence in ordering our lives. This sailor is a Norwegian, who for years had a strong desire to come to Boston. So powerful was this influence that he left a remunerative situation in London, and shipped for New York, and as he could not obtain passage thence to Boston directly, made his way to Philadelphia and then to Boston. Soon after his arrival he was very sick, but met with kind christian friends, and not long after found the Saviour. Now he says that he knows why he desired to come to Boston; it was that he might find Christ. He immediately set himself to work zealously in behalf of his fellow-sailors, Norwegians, Swedes, and Danes, and has often induced them to come to the meetings, and it is believed he has been instrumental in the conversion

of several. He has just shipped for another voyage, taking with him a library, and intends to hold up Christ to his ship's company.

A FAITHFUL WORKER.

Captain Bartlett, in closing his eleventh year of labor as the sailor's missionary in connection with the Marine Hospital in Chelsea, reported four hundred and seventy-eight conversions in this time, giving an average of more than forty-three a year. There is a continual interest in religion among the inmates, and hardly a week passes without one or more conversions. The number of hopeful conversions last year was fifty-nine. More than seven hundred and nine patients were received the past year.

Portland, Me.

Rev. Jotham Sewall, the great apostle of Maine, first introduced preaching to seamen at Portland, on the wharf, more than forty years ago. The Bethel Church, organized in 1840 with eight members, now numbers one hundred and seven.

Wanted.

A few copies of the February SAILORS' MAGAZINE. If having read it, you have no further use for yours, please mail to us.—ED.

Sailors' Home, 190 Cherry Street.

Mr. Alexander reports for the month of January one hundred and thirty-six arrivals. These deposited with him \$2,300, of which \$775 were sent to relatives, and \$100 placed in the savings' bank. There is unusual religious interest attending the meetings at the Home. Several cases of conversion have occurred there recently.

Position of the Planets for March.

MERCURY is a morning star, during this month rising an hour before the sun and setting in day light. On the 9th it is in conjunction with Venus, the latter being a little to the north, and it is near the moon on the 30th.

VENUS is a brilliant morning star, throughout this month rising about 1½ hours before the sun; sets in day light, and is at its greatest brilliancy on the 31st. On the 1st it is close to the moon, and stationary among the stars on the 14th.

MARS rises during this month a little before the sun, setting until the middle of the month with that luminary. After this time it sets in daylight. It is in the vicinity of the moon on the 31st.

JUPITER is well situated for observation as an evening star during this month. It sets at the beginning about midnight, and 2 hours earlier at the end of the month; rising during the early morning hours. On the evening of the 7th it is near the moon.

SATURN is a morning star. On the 2nd it rises about 3 hours a.m., and on the 27th at 1½ hours a.m. It is close to the moon on the morning of the 23rd also on the evening of the 24th.

N. Y. NAUTICAL SCHOOL, B. B.
92 Madison St.

Total Disasters Reported in January.

The number of vessels belonging to, or bound to or from ports in the United States reported totally lost and missing during the past month, is 37, of which 21 were wrecked, 5 burnt, 3 abandoned, 1 sunk by collision, 1 abandoned after collision, 4 foundered, and 2 are missing. They are classed as follows: 2 steamers, 6 ships, 7 barks, 6 brigs, and 16 schooners, and their total estimated value, exclusive of cargoes, \$1,016,000.

Below is the list, giving names, ports whence hailing, destinations, &c. Those indicated by a *w* were wrecked, *a*, abandoned *b* burnt, *ac*, abandoned after collision, *sc* sunk by collision, *f* foundered, and *m* missing.

STEAMERS.

Euterpe, *b*, from Galveston for New York.
Shetucket, *m*, from Philadelphia for New York.

SHIPS.

Robin Hood, *b*, (At Baker's Island.)
E. H. Taylor, *w*, from Liverpool for New York.
Kendrick Fish, *b*, (At Callao.)
Indian Chief, *w*, from Cardiff for Mobile.
Kenilworth, *w*, from New Orleans for Liverpool.
John Davies, *w*, from Greenock for Pensacola.

BARKS.

Mutter Schultz, *w*, from Pensacola for W Hart.
lepool.
Mist, *b*, (At Valparaiso.)
Johana Martin, *f*, from London for Philadelphia.
Osmyn, *w*, from San Francisco for Bellingham B.
May Queen, *w*, from Havana for Pensacola.
Inchdairnie, *w*, from Norfolk for Montego Bay J.
Raphael, *b*, from Philadelphia for Stettin.

BRIGS.

Reporter, *w*, from Boston for Bucksport.
Minnie A Smith, *w*, (At Salerno, Italy.)
Sailor Boy, *a*, from New York for New Orleans.
Golden Lead, *w*, from Baltimore for Boston.
Baltimore, *a*, from New York for Havre.
Gen. Marshall, *w*, from Wimington for Boston

SCHOONERS.

Nor' Wester, *m*, from New York for Para.
Cath'e Wilcox, *sc*, from Boston for Yarmouth, Me
Ann Carter, *w*, from Baltimore for Fall River.
J. P. Armitage, *f*, from Philadelphia for Wash-
ington.
Adelaide, *ac*, from Somerset for Baltimore.
Ajax, *w*, from Pt. Arenas for San Francisco.
Statesman, *w*, from Richmond for Boston.
Q. of Clippers, *w*, from Rockland for Glacé Bay.
Geo & Mary, *w*, from New York for Charleston.
Lookout, *a*, from Norfolk for Barbadoes.
Ventrosa, *f*, from New York for Nassau.
Tigris, *w*, from New York for Pernambuco.
Carrie A. Clark, *w*, from Black River J. for New
York.
Union, *w*, from New York for Point-a-Pitre.
G. G. Worthley, *f*, from Galveston for Calcasien
Lightning, *w*, from Savannah for Beaufort, S. C

Receipts for January 1870.

MAINE.
Portland, Mrs. E. A. Kelsey..... 25
NEW HAMPSHIRE.
Exeter, 2d Cong. ch., of which \$15 for li-
brary..... \$35 00
Goffstown, Rev. S. L. Geronld..... 1 00
Lebanon, Cong. ch..... 16 00
Nashua, F. Munroe..... 1 00
Nelson, Rev. C. Willey..... 4 00
Sanbornton, S. S. for lib'y..... 15 00
Westmoreland, Mrs. C. F. Brooks..... 1 00
VERMONT.
Ascutneyville, Seth S. Arnold..... 3 00
Brattleboro, Cong. ch. S. S. for lib'y..... 20 00
MASSACHUSETTS.
Bairre, Mrs. Arnold Adams..... 5 00
A friend to seamen..... 30 00
Ballardvale, Union Soc'y..... 5 00
Boston, Capt. Goodspeed, schr. *Oread*.. 5 00
Boxford, Cong. ch..... 30 93
Dunstable, Chiles Kendall..... 2 00
East Bridgewater, Z. Hatch..... 3 00
East Hampton, Mrs. Alice Clapp..... 1 00
East Randolph, Winthrop ch..... 11 02
Georgetown, Memorial ch..... 32 05
Gloucester, Cong. ch. add'l..... 3 00
Great Barrington, Gilbert Munson.... 2 00
Groton, Union Orthodox ch..... 27 66
Ipswich, 1st Cong. ch. add'l..... 15 15
Lawrence, Lawrence St. ch..... 47 50
Jas. H. Eaton..... 1 00
Manchester, Cong. ch. const. Rev. Geo.
L. Gleason L. M..... 37 00
Mansfield, John Blair..... 1 00
Medway Village, add'l..... 2 00
Middletown, Cong. ch..... 67 75
Newburyport, Belleville ch. of which
Dea J. W. Hale, \$15 lib'y..... 40 09
A friend..... 2 00
North Amherst, Mrs. John Russell.... 1 00

Peabody, Samuel Brown..... 5 00
Pembroke, Mrs. Rev. T. P. Doggett.... 50
Plymouth, Mrs. C. W. Perkins..... 1 00
Rockport, Cong. ch..... 16 97
Uxbridge, Cong. Evan. ch. of which
Mrs. Chas. Ellis, \$15 for lib'y..... 50 00
Webster Cong. ch. add'l..... 8 87
West Andover, Peter Smith for libra-
ries..... 30 00
West Boxford, Cong. ch..... 18 43
West Boylston, 1st ch..... 11 12
West Taunton, Almira Lincoln..... 1 00
Weymouth, Pilgrim ch..... 12 50
Williamstown, E. P..... 1 00
Wilmington, Cong. ch..... 16 90
Worcester, Miss L. P. G..... 3 00

CONNECTICUT.

Ansonia, S. C. Blair..... 5 00
Cong. ch..... 24 26
Bridgeport, a friend, (by Capt. Allen). 20 00
Cheshire, 1st Cong. ch..... 38 58
Chester, Eliz. N. Smith..... 1 00
Clinton, a friend const. Rev. Chas. H.
Hubbard, Essex, Conn., L. M..... 30 00
Denham, 1st Cong. ch. add'l..... 4 10
Ellington, Cong. ch..... 12 97
Glastenbury, a friend, by Rev. A. S.
Chesebrough..... 10 00
Griswold, Cong. ch..... 36 00
Guilford, Mrs. Mary G. Chittenden.... 100 00
Hartford, Mary C. Bemis for lib'y..... 20 00
Mrs. F. A. Robbins..... 10 00
Pearl St. ch. S. S. Mrs. H. T. Sperry's
Inf. ch. lib'y..... 15 00
Jewett City, Cong. ch., with previous
donation to const. Rev. J. W. Tuck,
L. M..... 24 50
Kensington, Mrs. M. E. Ford..... 10 00
Lebanon, Silas P. Abell..... 2 00
Rev. John Avery..... 4 00
Litchfield, 1st Cong. ch..... 70 33
Middletown, North ch. Mrs. Dyer's Bi-
ble class, lib'y..... 15 00
Milford, 1st and 2d Cong. ch. add'l..... 18 10
New Haven, Center Cong. ch. S. S., li-
braries..... 32 66
Newington, Cong. ch. S. S. for libraries. 30 00
New London, 1st Bapt. ch. S. S. for li-
brary..... 15 00
Norwalk, 1st Cong. ch. of which Rev.
S. B. S. Bissell const. Miss Rose M.
Miller, Newark, N. J., L. M., \$30.. 90 15
Plymouth, Cong. ch. S. S..... 25 00
Rockville, C. L. Frink..... 1 00
S. W. Johnson..... 1 00
West Cheshire, Misses Emily A. and
Sarah C. Hitchcock, for lib'y..... 15 00
Westford, Cong. ch..... 4 00
Westport, Saugatuck Cong. ch..... 49 53
Wolcott, Cong. ch..... 5 00

NEW YORK

Branchport, W. H. Chidsey..... 1 00
Brooklyn, M. A. Starkweather for lib'y 15 00
John Millard..... 90 00
Ross St. Pres. church, of which Mrs.
S. M. Beard, \$15 for lib'y..... 42 81
Buffalo, Chas. E. Rosenberg const.
Chas. Ward Rosenberg L. M..... 30 00
Bushwick, Ref. ch..... 10 85
Centerville, M. E. ch..... 4 57
Dunkirk, Pres. ch..... 11 30
Edgewater, 1st Pres. ch..... 42 57
Elbridge, do..... 18 72
Do. do. S. S. for lib'y..... 15 00
Fulton, Pres. ch. const. Rev. A. C. Shaw
L. D..... 100 00
Do. S. S. for lib'y..... 15 00
Henderson, Chas. Eggleston..... 1 00
Marion, Pres. ch. in part..... 4 30
M. E. ch., in part..... 1 81
Christian ch., in part..... 1 80

Navarino, M. E. ch.....	5 06	Plainfield, P. Boughton.....	5 00
New York City, Wm. Mathews.....	250 00	Princeton, Late Capt. Thos. Lavender, pr. Sam'l M. Cornell and Sam'l Al- lenton, Ex., \$1,000, less Gov. tax.....	940 00
Broadway Tabernacle ch., of which L. M. Bates, \$15 for lib'y.....	216 35	Rahway, 1st Pres. ch.....	42 18
Morton, Bliss & Co.....	100 00	Raritan, Ref. ch. of which const. Rev. Jas. Lefevre L. M., \$30, Mr. and Mrs. Wm. D. Wyckoff, Jeremiah White- nach and D. P. Kenyon, each \$15 for lib'y.....	97 65
James Lenox.....	100 00	Trenton, F. J. Slade.....	20 00
Geo. Cabot Ward.....	100 00	Westfield, Wm. H. Pierson.....	1 00
Washington Square Ref. ch. of Mr. J. E. Hedge's class, \$15 for lib'y.....	80 00	PENNSYLVANIA.	
Jonathan Sturges.....	50 00	Lewisburg, 1st Pres. ch.....	50 25
S. Humphreys.....	50 00	Engl. Luth. ch.....	9 05
John T. Terry.....	25 00	Millford, Rev. R. H. Beattie.....	1 00
Wm. E. Dodge, Jr.....	25 00	Williamsburgh, 1st Pres. ch.....	42 00
Rich'd Irvin.....	25 00	2d Pres. ch.....	36 00
J. Van Wagenen.....	25 00	DELAWARE.	
Mrs. Horace Holden.....	25 00	Wilmington, Mary S. Boyd.....	5 00
Capt. Oliver & crewship <i>Harry Bluff</i> Capt. J. B. Cunningham, brig <i>J. B.</i> <i>Purey</i>	14 75	DISTRICT OF COLUMBIA.	
Capt. W. F. Blanchard, brig <i>E. L. Hall</i> Sam'l Sloan.....	10 00	Washington, Rev. Lewis R. Fox.....	2 00
R. Poillon.....	10 00	GEORGIA.	
Thos. Scott.....	10 00	Augusta, J. A. North.....	1 00
F. A. Palmer.....	10 00	OHIO.	
Harper Bros.....	10 00	Marietta, Mrs. Eliza A. Tenney.....	1 00
Moses Cristy.....	10 00	ILLINOIS.	
David Dows.....	10 00	Kewanee, Eliza A. Little.....	1 00
Amos R. Eno.....	10 00	WISCONSIN.	
H. W. T. Mali & Co.....	10 00	Beloit, Mrs. M. L. Smallwood.....	10 00
D. S. Eggleston.....	10 00	Madison, Stephen S. Sheldon.....	2 00
Miss Oothout.....	10 00	MICHIGAN.	
G. D. M.....	10 00	Romeo, Miss T. S. Clark for lib'y.....	10 00
Sam'l F. B. Morse.....	10 00	MINNESOTA.	
R. C. Root, Anthony & Co.....	10 00	Wasiqja, Rev. L. B. Allen.....	1 00
Daniel F. Appleton.....	10 00	East Castle Rock, Conrad Stegner.....	5 00
T. Ketcham.....	10 00		\$4,690.70
S. Newton Smith.....	5 00	Receipts in behalf of the Seamen's Bethel and Reading-Room in the Hanseatic House, Ant- werp, for the fifteen months ending December 25th, 1869.	
Josiah Oakes.....	5 00	American Seamen's Friend Society, New York, for assistant..... frs.	510 00
Jos. T. Sanger.....	5 00	Brit. and For. Soc'y, London..... "	1,008 00
R. H. McCurdy.....	5 00	" " " " extra..... "	252 00
R. A. McCurdy.....	5 00	By the offertory..... "	703 00
R. W. Adams.....	5 00	" " sale of old furniture, papers and books..... "	81 90
S. Cobb.....	5 00	By Subscriptions as follows:	
W. F. Lee.....	5 00	Capt. S. Blanchard..... "	100 00
A. R. Walsh.....	5 00	Capt. E. L. Griffin; Capt. Patrick; Wm. Kelley; M. Director of Gas Company, 50 frs. each..... "	200 00
Mrs. Oothout.....	5 00	M. Pritchard, one guinea..... "	26 25
Cash "K".....	5 00	J. Wilson, U. S. Consul; Capt. E. Burgess; Capt. Dalglish; Capt. S. Pote, 25 frs. each..... "	100 00
M. Clay.....	5 00	Capt. Ebenezer Scott; T. G. Mat- thews; Ansel Crosby; J. C. M.; J. C. Gorham; Foster; J. H. Thomas; J. McManus; J. H. Humphrey; G. H. Dix; Chapman; A. Friend; A. A. Christian; Jeremiah Hooper, 20 frs. each..... "	280 00
Sam'l Coulter.....	5 00	Capt. J. Baker; B. F. Moody; M. Hughes; O. L. Murphy; J. Quil- liam; J. W. Brown; Curtis; N. Carver; P. E. King; P. H. Coffin; W. C. Nichols; Mitchel; Paine; Beekwith; Holbrook; Smith; Mr. Hooper; Miss Hooper; Capt. — of Veto; Cardiff; A. Schultz; M. Pritchard; H. Wappers; Hendrick Ullberg; 10 frs. each..... "	240 00
Capt. B. F. Woodbury, brig <i>Hyperion</i> Capt. Brown, brig <i>Choice</i>	5 00	G. W. Gillem; J. Barelay, 5 francs each..... "	10 00
Capt. Falkenburgh, schooner <i>Belle</i> <i>Halkiday</i>	2 00	TOTAL of receipts..... frs.	3,511 15
M. Valandingham, steward bark <i>Lin- da</i>	1 00		
R. B. C.....	1 00		
H. R. K.....	1 00		
Nunda, Bapt. ch. for lib'y.....	16 39		
Union meeting.....	12 58		
Onondaga, Bapt. ch.....	8 05		
Owego, Pres. ch. S. S. for lib'y.....	20 00		
Parma Center, Pres. ch.....	5 30		
M. E. ch.....	8 53		
Free M. E. ch.....	4 20		
Plankroad, Bapt. ch.....	3 50		
Rhinebeck, Thos. N. Suckley.....	9 00		
Silver Creek, Pres. ch., of which Mrs. Eliza Lee const. Frank Lee L. M., \$30.....	60 00		
M. E. ch.....	10 50		
South Hollow, M. E. ch.....	4 51		
Syracuse, Scattergood Mission S. S.....	15 00		
Wolcott, Pres. ch.....	14 20		
M. E. ch.....	3 55		
Free M. E. ch.....	1 22		
Yates, Bapt. S. S. for lib'y.....	15 00		
NEW JERSEY.			
Bloomfield, Inf. Class Pres. ch. S. S. for libraries.....	30 00		
Morristown, Miss Martha Whithead.....	2 00		
Newark, Mrs. Wm. Rankin.....	52 00		
D. Price.....	1 00		



March]

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[1870

Don't Boys.

Don't be impatient, no matter if things do sometimes go wrong.

Don't give the ball a kick and send it into the nearest mud-puddle, because it won't go straight when you throw it. Don't send the marbles against the fence and break your best glass alley, because your clumsy fingers couldn't hit the centre. Don't break your kite-string all to pieces because it will not bring your kite down from the tree with the first jerk; it will take you full three times as long to get it down afterwards. Don't give your little brother an angry push and a sharp word if he can not see into the mysteries of marble-playing or hoop-rolling with the first lesson. You were once just as stupid as he, though you have so soon forgotten it.

What in the world would become of you if your mother had no more patience than you; if, every time you came to her when busy, she thrust you off with a cross word?—dear, loving mother, who never ceases to think of you, to watch over you, to care for you, who keeps you so nicely clothed, and makes such nice things for you to eat.

What if she were to be so impatient that you would be half the time afraid to speak to her, to tell her about your troubles in school and at

play? Ah! how you grieve that mother by your impatience and crossness!

And there is another that you grieve, the blessed Jesus, who died for you on the cross, and bore all his dreadful pain and agony so patiently, that your precious soul might be saved from everlasting woe, and be happy forever in heaven.

The same dear Saviour has been waiting very patiently so long for you to give him your heart. What if he were to grow impatient and say that he would wait no longer? And what if he should shut the pearly gates against you and not let you into heaven at all, just because he had grown impatient waiting for you? Oh, do not drive him to do it! but say, "I will love him; I will try to please him and give him my heart!"

Waterspout.

Among the wonders as well as dangers sometimes witnessed at sea, is the waterspout. Some one who has seen it says: "A cone descends from a dense cloud in the form of a trumpet with the small end downwards. At the same time the surface of the sea under it is agitated, and whirled round; the waters are converted into vapor, and ascend with

a spiral motion, till they unite with the cone preceding the cloud; frequently, however, they disperse before the junction is effected. Both columns diminish toward their point of contact, where they are not more than three or four feet in diameter. In calm weather waterspouts have a perpendicular motion; but when acted on by the winds they move on obliquely. Sometimes they disperse suddenly, at others they pass rapidly along the surface of the sea, and continue a quarter of an hour or more before they disappear. A notion has been entertained that they are very dangerous to shipping owing to the descent at their breaking of a large body of water sufficient to sink a ship, but this does not appear to be the case, for the water descends only in the form of heavy rain. It is true that small vessels incur a risk of being upset if they carry too much sail, because sudden gusts of wind from all points of the compass are very common in the vicinity of waterspouts.

We have heard it stated that the discharge of a cannon-ball into a waterspout will break it, so that it will at once descend and disappear. In this way vessels sometimes prevent all danger either of being capsized or drenched by the descending flood of waters.

Library Reports.

During the month of January, fifty libraries were sent to sea from the Society's rooms, 80 Wall St.; twenty-four new, and twenty-six refitted. The following are reported, viz:

No. 3,013.—Returned, with five dollars to help the good work and thanks of all the crew, and a wish that there might be a library on every vessel that goes to the Grand Banks.

No. 2,479.—Returned in good condition. Gone to sea on schooner *Louisa*.

No. 2,845.—Returned with good account. Gone to sea on schooner *J. Thompson*.

No. 2,820.—Returned in good condition; has been very useful. Gone to Buenos Ayres.

No. 2,764.—Returned; much read. Gone to sea in the schooner *Mary Augusta*, care of the Captain's wife.

No. 1,310.—Returned from third voyage. Has done much good. Gone to West Indies on bark *Darling*.

No. 2,669.—Returned; books all read and much good done. Gone to West Indies.

No. 2,430.—Returned; refitted and gone to sea on brig *Cosmos*.

No. 2,751.—Has been a whaling voyage. Books much read and very useful.

No. 2,585.—Returned from second voyage to Europe; books read with interest. Gone to West Indies on schooner *F. M. Tower*.

No. 3,007.—Returned. Went to sea on the hands of a young man who was converted by means of the library, and has united with a church in Boston.

No. 2,943.—Has been to San Francisco; books were read with interest. Gone to St. John's on bark *Kate Sanction*.

No. 2,631.—“I have found the books very strengthening and encouraging in the midst of the bad influences with which I have been surrounded.”

No. 3,025.—Went to sea on ship *St. Albans*, 20 men, for Bombay, in the care of Rev. S. R. Wells, missionary of the American Board. He writes:

“The books are well selected and are such as are readily sought after by the men. They have done much good among the sailors. We have had twenty-six religious services, and these meetings have been well attended. One man is under deep conviction as we leave the vessel. The books are in good condition all covered. I am in full sympathy with the great and good work that you are doing.
R. S. W.”

No. 2,027.—The library has been a source of profit and pleasure to myself and crew. My mate, who formerly was a great swearer rarely uses profane language, I think I have experienced a change of heart since received the library. I desire an interest in the prayers of the Sabbath-school that gave the library. * * * The chart of the *Black Valley Rail Road* I have kept hung up in my cabin, and the tracts I have distributed.

W. S. K.

No. 2,677.—Went to sea on the schooner *Susan M. Smith* for North Atlantic, whaling. Was lost in a terrible storm, the vessel foundering. 18 men were lost with the vessel, also the captain's wife and two children. The captain and two others clung to the wreck seven days when they were taken off by an English vessel. "The books had been much read, and the temperance documents circulated.

No. 237.—Books were read with interest; gone to Matanzas on brig *B. Nash*.

No. 288.—Refitted and gone to Galveston on schooner *D. Faust*.

No. 409.—Has been been several ages; books well read. Gone to Brunswick on schooner *Varuna*.

No. 758.—"Books read with interest." Gone to Jacksonville on schooner *May Morn*.

No. 1,265.—Has been several voyages to South America. Now gone to Jacksonville on schooner *Sequin*.

No. 1,697.—"Books much read." Gone to West Indies on brig *Little Fury*.

No. 1,778.—"Books were read with profit to all." Gone to Cardenas on brig *L. Clark*.

No. 1,822.—Has been several voyages; books read with good results to all. Gone to Pensacola on bark *A. Richardson*.

No. 1,880.—Has been to several ports; books welcome. Gone to Rio Grande on schooner *Isabella*.

No. 2,046.—Returned. Books much read. Gone to West Indies and St. John's.

No. 1,933.—"Books were read with interest." Gone to Rio on bark *Con-test*.

No. 2,119.—Returned, refitted and gone to West Indies on brig *Hyperrion*.

No. 2,284.—"Books were read with interest and profit." Gone to Maracaibo on schooner *J. M. Morales*.

No. 2,331.—Returned from a voyage to San Francisco. "Books were read with good results." Gone to Havana on bark *Rosedale*.

No. 2,415.—"Books read with interest." Gone to Cuba on brig *J. Shay*.

No. 2,433.—Has been several voyages to the West Indies; refitted and gone to Pernambuco on schooner *Comrade*.

No. 2,478.—"Books read with interest." Gone to Para on schooner *F. Howard*.

No. 2,532.—"Books were read and useful to officers and men." Gone to Matanzas on bark *Rambler*.

No. 2,857.—Has been a voyage to the East Indies; books were read and useful. Gone to Sisal on brig *G. P. Pennison*.

No. 2,751.—Heard from by letter. Has been very useful and is now at sea.

No. 2,645.—Has been two voyages to the Pacific; books read with interest. Gone to Mobile on schooner *B. Halladay*.

No. 2,755.—Returned from a voyage to Australia; books read with good results. Gone to Jamaica on schooner *O. M. Marratt*.

No. 2,846.—Has been to San Francisco and Europe; books useful. Gone to Galveston on schooner *Gasuma*.

No. 2,855.—Returned from San Francisco; books read and appreciated. Gone to New Orleans on brig *Isis*.

No. 2,631.—Returned in good condition. "Has accomplished much good." Gone to Batavia.

No. 2,971.—The first officer writes :
 " This is one of the best libraries
 you ever put on board our ship, and
 be assured it was most thankfully re-
 ceived by all on board, hoping still
 to be favored by you.

Yours respectfully,

W. H. HEATH,
Mate ship Game Cock."

This library has now gone to Hava-
 na on brig *E. C. Redman*.

No. 2,972.—Returned from a voy-
 age to Europe. Gone to West Indies
 on brig *J. McDonald*.

No. 2,094.—" This library I got
 from a captain in Baltimore last sum-
 mer. I am happy to say it did good
 while I had it on my vessel. I lost
 my vessel last fall, in the Bay of
 Fundy, but saved the library, and
 brought it with me here, where I
 took the liberty of sending it to a
 Temperance Lodge, hoping it will be
 of use to the members.

C. GEITZLER,
 Walton, Nova Scotia.

No. 2,415.—" This library has been
 to Galveston and Pensacola, and
 thence to New York. Again to Nas-
 sau and back to New York. The
 books have been read with much in-
 terest.

B. J. WOODBURY,
Master brig Hyperion."

No. 2,590.—"The library placed on
 our vessel has been to Zanzibar and
 Muscat and back to New York. We
 all send our thanks. I think it was
 the means of much good.

WM. BEADLE,
1st officer bark Atlanta."

Storm at Sea.

A naval officer being at sea in a
 dreadful storm, his wife, who was
 sitting in the cabin near him, and
 filled with alarm for the safety of the
 vessel, was so surprised with his
 composure and serenity that she
 cried out, " My dear, are you not
 afraid ? How is it possible that you
 can be so calm in such a dreadful
 storm ?" He rose from his chair that
 was lashed to the deck, supporting
 himself by a pillar of the bed-place,
 drew his sword and pointed it to the

breast of his wife, saying :

" Are you afraid of that sword ?"

She immediately answered, " No."

" Why ?" said the officer.

" Because," rejoined the lady, " I
 know it is in the hands of my hus-
 band, and he loves me too well to hurt
 me."

" Then," said he, " remember, I
 know in whom I believe, and that
 he holds the winds in his fists and the
 waters in the hollow of his hands."

" That's Enough."

" Sir," said a lad, coming down on
 a wharf in Boston, and addressing a
 well-known merchant :

" Sir, have you any berth for me
 on your ship ? I want to earn some-
 thing."

" What can you do ?" asked the
 gentleman.

" I can try my best to do whatever
 I am put to," answered the boy.

" What have you done ?"

" I have sawed and split all moth-
 er's wood for nigh two years."

" What have you *not* done ?" asked
 the gentleman, which was a queer
 sort of question.

" Well, sir," answered the boy,
 after a moment's pause, " I have not
 whispered once in school for a whole
 year."

" That's enough," said the gentle-
 man ; " you may ship aboard this
 vessel, and I hope to see you master
 of her some day. A boy who can
 master a wood-pile and bridle his
 tongue must be made of good stuff."
 —*Child's Paper*.

American Seamen's Friend Society.

HARMON LOOMIS, D. D., } Cor. Sec's.
 S. H. HALL, D. D. }

MR. L. P. HUBBARD, *Financial Agent*.

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Terms of the Life Boat.

THE LIFE-BOAT is published for the purpose of
 diffusing information and awakening an interest
 more especially among the young, in the moral
 and religious improvement of seamen, and also
 to aid in the collection of funds for the general
 objects of the Society. Any Sabbath School,
 who will send us \$20 for a Loan Library, shall
 have fifty copies gratis, monthly, for one year.
 with postage prepaid.

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A payment of Five Dollars makes an Annual Member, and Thirty Dollars at one time constitutes a Life Member; One Hundred Dollars, or a sum which in addition to a previous payment makes One Hundred Dollars, a Life Director.

FORM OF A BEQUEST.

"I give and bequeath to THE AMERICAN SEAMEN'S FRIEND SOCIETY, incorporated by the Legislature of New York, in the year 1833, the sum of \$—, to be applied to the charitable uses and purposes of the said Society."

Three witnesses should state that the testator declared this to be his last will and testament, and that they signed it at his request, and in his presence and the presence of each other.

SHIPS' LIBRARIES.

Loan Libraries for ships are furnished at the offices, 30 Wall-street, N. Y., and 13 Cornhill, Boston, at the shortest notice. Bibles and Testaments in various languages may be had either at the office, or at the Depository of the New York Bible Society, 7 Beekman-street.

SAVINGS BANK FOR SEAMEN.

All respectable Savings Banks are open to deposits from Seamen, which will be kept safely and secure regular instalments of interest. Seamen's Savings Banks as such are established in New York, 78 Wall-street, and Boston, Tremont-street, open daily between 10 and 3 o'clock.

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LOCATION.	ESTABLISHED BY	KEEPERS.
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" 2 Dover street, (colored).....	" " " " " " " " " "	W. P. Powell.
BOSTON, 99 Purchase street.....	Boston " " " " " " " " " "	Capt. P. G. Atwood.
PHILADELPHIA, 422 South Front street.....	Penn. " " " " " " " " " "	Capt. J. T. Robinson.
WILMINGTON, cor. Front and Dock streets....	Wilm. Seamen's Friend Soc'y.	Capt. W. J. Penton.
CHARLESTON, S. C.....	Charleston Port Society.....	Capt. Jno. McCormick.
MOBILE, Ala.....	Ladies' Sea. Friend Society ..	Henry Parsons.
SAN FRANCISCO, Cal.....	" " " " " " " " " "	James F. Stewart.
HONOLULU, S. I.....	Honolulu " " " " " " " " " "	Mrs. Crabbe.

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" 334 & 336 Pearl street.....	Private.....	
" 91 Market street.....	do	Peter Oberg.
" 4 Catharine Lane, (colored)	do	G. F. Thompson.
" 45 Oliver street.....	do	Christ. Bowman.
" 39 do	do	William White.
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NEW BEDFORD, 14 Bethel Court.....	Ladies' Br. N. B. P. S.....	David Ilsley.
BALTIMORE, 65 Thames street.....	Seamen's Union Bethel Soc'y.	Edward Kirby.

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LOCATION.	SUSTAINED BY	MINISTERS.
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" cor. Water and Dover sts.....	Mission " " " " " " " " " "	" " " " " " " " " "
" 27 Greenwich street.....	" " " " " " " " " "	" B. F. Millard.
" foot of Pike street, E. R.....	Episcopal Miss. Society.....	" R. W. Lewis.
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" North Square.....	Boston Port Society.....	" J. M. H. Dow
" cor. Commercial and Lewis streets..	Baptist Bethel Society.....	" E. T. Taylor.
" Richmond street.....	Episcopal.....	" Geo. S. Noyes.
PORTLAND, M ^e . Forest, near new Custom House	Portland Sea. Friend Society.	" J. P. Robinson.
PROVIDENCE, R. I., 52 Wickenden street....	Providence Sea. Friend Soc'y.	" F. Southworth.
NEW BEDFORD.....	New Bedford Port Society...	" C. M. Winchester.
PHILADELPHIA, corner of Front & Union ..	Presbyterian.....	" J. D. Butler.
" cor. Shippen and Penn sts....	Methodist.....	" H. Emerson, D. D.
" Catharine street.....	Episcopal.....	" G. W. McLaughlin
" Church st. above Navy Yard.....	Baptist.....	" W. B. Erben.
BALTIMORE, cor. Alice and Ann streets.....	Seamen's Un. Bethel Society.	" Joseph Perry.
" cor. Light and Lee streets	Baltimore, S. B.....	" Henry Slicer.
NORFOLK.....	Amer. Sea. Friend Society ..	" R. R. Murphy.
CHARLESTON, Church, near Water street ..	" " " " " " " " " "	" E. N. Crane.
SAVANNAH.....	" " " " " " " " " "	" Wm. B. Yates.
MOBILE, Church street, near Water	" " " " " " " " " "	" Richard Webb.
NEW ORLEANS.....	" " " " " " " " " "	" L. H. Pease.

AMERICAN SEAMEN'S FRIEND SOCIETY.

80 WALL STREET, NEW YORK.

Organized, May, 1828.—Incorporated, April, 1833.

WILLIAM A. BOOTH, Esq., *President.*

CAPT. NATH'L BRIGGS, *Vice President.*

Rev. HARMON LOOMIS, D. D., *Cor. Sec'y.*

SAMUEL H. HALL, *Treasurer.*

" S. H. HALL, D. D., "

L. P. HUBBARD, *Financial Agent.*

OBJECTS. 1.—To improve the social, moral and religious condition of seamen; to protect them from imposition and fraud; to prevent them from becoming a curse to each other and the world; to rescue them from sin and its consequences, and to save their souls. 2.—To sanctify commerce, an interest and a power in the earth, second only to religion itself, and make it everywhere serve as the handmaid of Christianity.

MEANS OF ACCOMPLISHMENT. 1.—The Preaching of the Gospel by Missionaries and Chaplains, and the maintenance of Bethel Churches in the principal ports of this and foreign countries. In addition to its Chaplaincies in the United States, the Society has stations in CHINA, JAPAN, the SANDWICH ISLANDS, PERU, CHILE, BRAZIL, FRANCE, BELGIUM, DENMARK, NORWAY, SWEDEN, NEW BRUNSWICK, &c., and will establish others, as its funds shall allow. Besides preaching the Gospel to seamen on ship board and on shore, and to those who do business upon our inland waters, Chaplains visit the sick and dying, and as far as possible supply the place of parents and friends.

2.—The monthly publication of the SAILOR'S MAGAZINE and SEAMEN'S FRIEND, designed to collect and communicate information, and to enlist the sympathy and co-operation of Christians of every name, in securing the objects of the Society. The last of these publications, the SEAMEN'S FRIEND, is gratuitously furnished Chaplains and Missionaries for distribution among seamen and others. The Society also publishes the LIFE BOAT for the use of Sabbath-schools.

3.—LOAN LIBRARIES, composed of carefully selected, instructive and entertaining books, put up in cases containing between forty and fifty volumes each, for the use of ships' officers and crews, and placed as a general thing, in the care of converted sailors, who thus become for the time, effective missionaries among their shipmates. This plan of sea-missions contemplates much more than the placing of a Christian Library on ship-board, in that, (1.) It places the library in the hands of an individual who takes it for the purpose of doing good with it, and who becomes morally responsible for the use made of it, (2.) It places the library in the fore-castle—the sailors' own apartment. (3.) It contemplates a connection between the missionary and the individual who furnishes the instruments with which he works. The donor of each library is informed when and where it goes, and to whose care it is entrusted; and whatever of interest is heard from it, is communicated. The whole number of libraries sent out by the Society, is over 3,300, containing 150,000 volumes. Calculating frequent re-shipments, they have been accessible to probably 100,000 men. Between five and six hundred hopeful conversions at sea, have been reported as traceable to this instrumentality. A large proportion of these libraries have been provided by special contributions from Sabbath-schools, and are frequently heard from as doing good service. This work may be and should be greatly extended. More than 20,000 American vessels remain to be supplied.

4.—The establishment of SAILORS' HOMES, READING ROOMS, SAVINGS'S BANKS, the distribution of BIBLES, TRACTS, &c.

The SAILORS' HOME, 190 Cherry St., New York, is the property and under the direction of the Society. It was opened in 1842, since which time it has accommodated 75,000 boarders. This one Institution has saved to seamen and their relatives, \$1,500,000. The moral and religious influence on the seamen sheltered there, can not be estimated. More or less shipwrecked seamen are constantly provided for at the Home. A Missionary of the Society is in daily attendance, and religious meetings are held on week day evenings.

The Society also aids the HOME FOR COLORED SAILORS, an excellent institution under the care of Mr. W. P. POWELL, 2 Dover St. Similar institutions exist, under the care of auxiliary Societies, in the cities of BOSTON, PHILADELPHIA, PORTLAND, NEW ORLEANS, SAN FRANCISCO, AND HONOLULU, S. I.

NOTE.—Twenty dollars contributed by any individual or Sabbath-school, will send a Library to sea, in the name of the donor. Thirty dollars make a Life-Member; One Hundred dollars a Life-Director. The SAILORS' MAGAZINE is, when asked for, sent gratuitously to Pastors, who take a yearly collection for the cause, and to Life-Members and Directors, upon an annual request for the same.